March 1986 March 1992

T OF THE PARTY			Revised March 1992
I. OUTLINE	The second secon	II. SUMMARY OF STUDY RESULTS	III. PRESENT STATUS OF STUDIED PROJECT
1. COUNTRY	Thailand	1. SITE OR AREA	1. PRSENT Completed or Promoting
2. NAME OF STUDY		Nakkon Sawan Prefecture, Chiyaphum Prefecture	STATUS in Progress romoting STATUS Completed
Nong Bua - Ban Lam Chi	Bon Highway Project	2. PROJECT COSTS (US\$1=20Bahts)	O Implementing Delayed or Suspended
		Z. PROJECT COSTS Total Cost Local Cost Foreign Cost	Processing Discontinued or Cancelled
3. SECTOR		1) 30,600 17,300 13,300 (US\$1,000) 2)	(Description)
		3)	
Transportation/ Road	Also the second	3. CONTENTS OF MAJOR PROJECT(S)	1983 Sep. OECF loan agreement (5,770 million yen) 1984 Dec. D/D completed
4. REFERENCE NO.		Road length Improvement 42 km	1986 Feb. Construction commenced
5. TYPE OF STUDY	F/S	New Construction 113 km	1988 Aug. Construction completed
6. COUNTERPART AGENCY	1/3	Total 155 km	
		Road width 9.0 - 10.0 km Pavement SBST	
Department of Road Min communication	istry of	Bridges 777.0m in total length	
7. OBJECTIVES OF STUDY			
Provincial road improve	ement		
•			
		Implementation Period: Apr. 1981 - Dec. 1983	
8. DATE OF S/W	Jul,1978	4 FEASIBILITY AND EIRR FIRR	
9. CONSULTANT(S)		ITS ASSUMPTIONS 21.7%	
Nippon Koei Co., Ltd. Katahira & Engineers	•	Feasibility: Yes	
Macanilla a Engineels		Conditions and Development Impacts:	
		(1) Connection between east and west links (2) Solution of interruption section during the rainy	
10. STUDY TEAM		season. (3) Increase of agricultural production	
No. of Members 11 Period Jun. 1979	9 - Feb.1980 (8 months)	(4) Improvement of local road network	2. MAJOR REASONS FOR PRESENT STATUS
oun, 1975	> - rep.1990 to monens)		- large development impact
Total M/M 43.4 Japan 18.5			- good linkage with other major road
Field 24.9			- high priority - effective administration
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY			
Topographic Survey Traffic Survey	e e		
Traffic Survey			2 DDINGIDAL SOUDCES OF INTODUCATION
10. 10. 10. 10. 10. 10. 10. 10. 10. 10.		5. TECHINCAL TRANSFER	3. PRINCIPAL SOURCES OF INFORMATION
12. EXPENDITURE	104 520 (77000)	 OJT: Discussion about route selection. Traffic forecast and development benefits. 	
Total Contracted	104,520 (¥'000) 103,547	(2) Trainee: 1 engineer	

ASE THA/A 302/79

Compiled Revised March 1990 March 1992

I. OUTLINE	OF STUDY	II. SUMMARY OF STUDY RESULTS	TYT DID DOUBLED OUR ACTUAL OF COMMISSION OF
1. COUNTRY	Thailand	1. SITE OR AREA	III. PRESENT STATUS OF STUDIED PROJECT
2. NAME OF STUDY	THATTAIN	Kamphaeng Saen District, Mae Klang River Basin, western part	1. PRSENT Completed or Promoting
Kamphaeng Saen Irrigate Development Project in Basin	d Agriculture the Mae Klong River	of Central Thailand, area 28,000ha, population 65,500 2. PROJECT COSTS US\$1=230Yen Total Cost Local Cost Foreign Cost	STATUS Completed Implementing Delayed or Suspended Processing Discontinued or Cancelled
3. SECTOR		(US\$1,000) 2) 32,705 18,710 13,995	(Description)
Agriculture/ General		3) 3. CONTENTS OF MAJOR PROJECT(S)	This project has been suspended due to change in Thai
4. REFERENCE NO.		-Improvement of irrigation and drainage facilities constructed under the development project in Mae Klong River Basin.:	Government policy.
5. TYPE OF STUDY	F/S	16,380 ha -Improvement of terminal facilities such as irrigation and	
6. COUNTERPART AGENCY		drainage ditches, farm roads, etc.: 16,380 ha	
RID (Royal Irrigation Do of Agriculture and Coop	epartment), Ministry eratives		
7. OBJECTIVES OF STUDY			
		Implementation Period: 1981 - 1986	
8. DATE OF S/W		4. FEASIBILITY AND EIRR FIRR	
9. CONSULTANT(S)		ITS ASSUMPTIONS 27%	·
Sanyu Cosultants Inc.		Feasibility:	
4 + 1 1		Conditions and Development Impacts: Cultivated land area will be increased from 13,400 ha to 16,380ha by improving irrigation facilities.	
10. STUDY TEAM		The land use rate will be heightened to 195% (currently 120%)	
No. of Members 10 Period Jan. 1979	- Oct.1979 (10 months)	by flood prevention of paddy field of 5,300ha through construction of flood prevention embankment, and improvement of terminal facilities.	2. MAJOR REASONS FOR PRESENT STATUS
Total M/M 23.87 Japan 19.50 Field 4.37			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY			
		5. TECHINCAL TRANSFER	3. PRINCIPAL SOURCES OF INFORMATION
12. EXPENDITURE Total Contracted	94,709 (¥'000) 88,926	cooperation in writing a report	•

Compiled March 1986 ASE THA/S 307 /80 I. OUTLINE OF STUDY II. SUMMARY OF STUDY RESULTS III. PRESENT STATUS OF STUDIED PROJECT 1. COUNTRY 1. SITE OR AREA Thailand Completed or Promoting 1. PRSENT Bangkok metropolitan area in Progress 2. NAME OF STUDY STATUS Completed Bangkok Urban Truck Terminals Construction O Implementing Delayed or Suspended Project (US\$1= 20 Bahts) 2. PROJECT COSTS O Processing Discontinued or Cancelled Total Cost Local Cost Foreign Cost 1) 42,033 (Description) (US\$1,000) 3. SECTOR 2) 3) Transportation/ Land Transportation Detailed design was partially undertaken by local 3. CONTENTS OF MAJOR PROJECT(S) consultants. Description Scale In June, 1987 Ministry of Transport and Communication has 4. REFERENCE NO. Truck terminal Cargo handling: 12,000 t/day approved the commencement of the construction. Parking 5. TYPE OF STUDY The truck terminal at Rangsit, which is located in the F/S Public parking north of Bangkok, is to be improved as private sector Maintenance facilities 6. COUNTERPART AGENCY project. Construction of the truck terminals in the west Warehouse district has been suspended. Department of Land Transport Due to rapid urbanization, some sites for terminals have been used for other purposes. 7. OBJECTIVES OF STUDY Traffic plan Implementation Period: 8. DATE OF S/W 4. FEASIBILITY AND ITS ASSUMPTIONS Jan.1979 EIRR FIRR 9. CONSULTANT(S) 10% Pacific Consultants International Feasibility: No Nitsu Research Institute Conditions and Development Impacts: Condition: Target year 2000 Project road includes intra urban tollway, 10. STUDY TEAM circumferencial road, outer ring road Development Impacts: No. of Members 9 2. MAJOR REASONS FOR PRESENT STATUS -Increase of profit to the owner by regular operation Aug.1979 - Mar.1980 (8 months) -Decrease in accidents by supplying welfare facilities to drivers Total M/M 32.6 -Increase in operation time by improving inspection and 22.9 maintenance

和名。首都圏トラックターミナル建設計画

Contracted

83,169 (¥000)

79,340

Field 9.

11. ASSOCIATED AND/OR
SUBCONTRACIED STUDY

12. EXPENDITURE

3. PRINCIPAL SOURCES OF INFORMATION

1

Technical advice on demand forecasting, traffic survey, and

5. TECHINCAL TRANSFER

economic analysis.

ASE THA/A 303 /80		PROJECT SUMMARY (F/S)		e Mark	Compiled March 199 Revised March 199
I. OUTLI	INE OF STUDY	II. SUMMARY OF STUDY RESULTS	III. PI	RESENT STATUS OF	F STUDIED PROJECT
1. COUNTRY	Thailand	1. SITE OR AREA		Completed or	
2. NAME OF STUDY		Lampang City, Lampang Province, northern part of Thailand area 22,700 ha	1. PRSENT STATUS	in Progress	Promoting
Mae Wang-Kew Lom Irr Development Project	:igated Agriculture	2. PROJECT COSTS US\$1=20B in 1979	DIATO	Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
		1) 34,880 19,506 15,374	(Description)		**************************************
3. SECTOR		(US\$1,000) 2) 3)	(Describitori)		
Agriculture/ General		3. CONTENTS OF MAJOR PROJECT(S)	Thai Govern	nment enacted Law of ag	ricultural infrastructure
4. REFERENCE NO.		Irrigation area : 22,700ha Main irrigation canal : 100.12 km	agricultura	al infrastructure which	promoting improvement of a makes two-period cropping
5. TYPE OF STUDY	F/S	Tributary irrigation canal: 79.65 km Main drainage canal: 240.77 km	expand seli	ng and facilities, as a f-sufficiency of agirul	measure of policy to cutral proudcts and
6. COUNTERPART AGENC	1	Field improvement: 15,400 ha	export.		with farmers' sharing of
	 on Department), Ministry		the cost for much higher	or a part of it, and the r than expected and the	e cost turned out to be debt of foreign exchange ch have made this kind of
7. OBJECTIVES OF STUDY			project sus	spended.	MI HATO HOME CITED NAME OF
		Implementation Period: Oct.1980 - Sep.1987			
8. DATE OF S/W	Feb.1979	4. FEASIBILITY AND EIRR FIRR		i .	
9. CONSULTANT(S)		ITS ASSUMPTIONS 27,18			
Sanyu Consultants Inc	<u></u> с.	Feasibility: Yes 25.3%			
		Conditions and Development Impacts: Conditions: Considering the production of paddy crop is relatively high,			
10. STUDY TEAM		promotion of production during dry season is planned by utilizing the water of Kiv Lom Dam. To do this field			
No. of Members 10 Period Jul. 1	1979 - Mar.1980 (9 months)	improvement should be implemented. Development Impacts:	2. MAJOR RE	ASONS FOR PRESENT ST	ATUS
Total M/M 47 Japan 21	7.04 1.97	Large increase of benefit by double cropping through effective use of existing water resource is expected.	There are n reason note	o plans to start this ped above.	project because of the
Field 25 11. ASSOCIATED AND/OR	5.07				
SUBCONTRACTED STUDY	<u>Y</u>]				
		5. TECHINCAL TRANSFER	3. PRINCIPAL	SOURCES OF INFORMA	LION
12. EXPENDITURE	115 (14 (7000)	Training of and technical transfer to staffs of RID in Thailand and Japan.	①	•	
Total Contracted	115,644 (¥000) d 107,095	und vapeit.			

和名 メワンかんがい農業開発計画

ASE THA/S 402/80		Compiled Man Revised Man		
	E OF STUDY	II. SUMMARY OF STUDY RESULTS	III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY	Thailand	1. SITE OR AREA	Completed or	
2. NAME OF STUDY		Bangkok Metropolitan Area	in Progress	
Bangkok Telephone Netv	ork Project: Local		STATUS Completed Delayed or Suspended	
Cable Networks		2. PROJECT COSTS	Processing Discontinued or Cancelled	
		Total Cost Local Cost Foreign Cost		
3. SECTOR		(US\$1,000) 2) 3)	(Description)	
Communications & Broad Telecommunication	dcasting/	3. CONTENTS OF MAJOR PROJECT(S)	1987 Jul. OECF L/A completed for extending telecommunication network	
4. REFERENCE NO.		Detailed design of local cable network for five exchanges (Pronchit, Chinwatana, Packrett, Ramintra, and Onutt-I)		
5. TYPE OF STUDY	D/D	Additional detailed designs for three exchanges (Kurontoi, Labrana and Ekachai)	·	
6. COUNTERPART AGENCY		nestatia and exactial)		
Telephone Organization	of Mhadland			
Totophone organizacion	OI Inaliand			
7. OBJECTIVES OF STUDY				
Detailed designs for 8	telenhone evchangos			
	cerephone exchanges.			
		Implementation Period: Mar. 1985 - Mar. 1986		
	•			
8. DATE OF S/W	Jul.1978	4. FEASIBILITY AND EIRR FIRR		
9. CONSULTANT(S)	08211710	ITS ASSUMPTIONS		
Nippon Telecommunication	on Consulting Co.	Feasibility:		
	- · · · · · · · · · · · · · · · · · · ·	Conditions and Development Impacts:		
		Detailed designs are based on the program in the 4th National		
10. STUDY TEAM		Economic Development Plan. Five exchanges correspond to Package I of Phase 2 and three		
No. of Members 12		additional exchanges to Package II of Phase 1.	2 MAJOR REACONG FOR PREGRANT OF THE	
Period Aug.197	8 - Jun.1979 (11 months)		2. MAJOR REASONS FOR PRESENT STATUS	
Total M/M 107.7	9 - Aug.1980 (11 months)		Urgency of the problem	
Japan 49.6	3			
Field 59.1: 11. ASSOCIATED AND/OR				
SUBCONTRACTED STUDY				
	· :	5. TECHINCAL TRANSFER	3. PRINCIPAL SOURCES OF INFORMATION	
12. EXPENDITURE		OJT for counterparts	0	
Total Contracted	278,789 (¥'000) 277,097			

和名 バンコック市内線路網実施設計

和名 ケンコイ・バンモーポンプかんがい計画

Total Contracted 96,370 (¥'000)

90,677

PROJECT SUMMARY (M/P + F/S)

Compiled Revised March 1986 March 1992

I. OUTLIN	E OF STUDY	II. SUM	MARY OF STUDY RESULTS	III. PRESE	NT STATUS OF USE OF STUDY RESULTS
1. COUNTRY	Thailand	1. SITE OR AREA			
2. NAME OF STUDY		Bangkok City and side of Chao Phay] Thonburi area located at the other ya river.	1. PRSENT STATUS	In Progress or In Use ☐ Delayed
Bangkok Sewerage Syst	em Project	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	(US\$1=27.3B) Total Cost Local Cost Foreign Cost	(Description)	☐ Discontinued
3. SECTOR		(US\$1,000)	1) 116,160 69,100	76hau 4ha -	And the second s
Public Utilities/ Sewe	erage	3. MAJOR PROJECT(S) PROPOSED	went to Tha	tudy, F/S was implemented and Japanese experts iland for technical assistance.
4. REFERENCE NO.		Bangkok City has son	me problems such as flooding in rainy season of river in dry season.		
5. TYPE OF STUDY	M/P+(F/S)	Several studies on t	hose problems have been carried out.		
6. COUNTERPART AGENCY		new master plan in o	eview the previous study reports and to make order to obtain the practical plan.		
Department of Drainage	and Sewerage, BMA	Scope of the study i	ls limited for sewerage system planning.		
7. OBJECTIVES OF STUDY					:
Planning on the counter and flood	ermeasure of pollution				
8. DATE OF S/W	Mar.1979	4 CONDITIONS AND I	DEVELOPMENT IMPACTS		
9. CONSULTANT(S) Nihon Suido Consultant		Study area is 37,000 divided into 10 sewe Separate systems hav system.	ha, same as previous CDM plan, which was		
10. STUDY TEAM		temporarily adopted. Treatment plant is l	ocated at the vacant lot of the Tabacco		
No. of Members 10 Period Aug. 197	9 - Feb.1980 (6 months)	Public Corporation.	modified aeration system.	2. MAJOR REA	ASONS FOR PRESENT STATUS
Total M/M 186. Japan 114. Field 72.	3			Plan.	is high as part of the Metropolitan Development age problem is deeply related to flooding and Lution.
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY Topographic Survey					
		5. TECHINCAL TRANS			
12. EXPENDITURE		(2) Preparation of report (3) Employment of local	ts with trainees during the training period. consultants for land surveying.	3. PRINCIPAL:	SOURCES OF INFORMATION
Total Contracted	397,120 (¥'000) 377,556	(4) Guidance of water qua	arity test	:	

ASE THA/S 202A /82

PROJECT SUMMARY (M/P + F/S) Compiled March 1986 ASE THA/S 202B /82 March 1992 I. OUTLINE OF STUDY II. SUMMARY OF STUDY RESULTS III. PRESENT STATUS OF STUDIED PROJECT 1. COUNTRY 1. SITE OR AREA Thailand Completed or 1. PRSENT Promoting Bangkok City in Progress 2. NAME OF STUDY **STATUS** O Completed Bangkok Sewerage System Project O Implementing Delayed or Suspended (USS1=27.3B)2. PROJECT COSTS O Processing Discontinued or Cancelled Total Cost Local Cost Foreign Cost 32,300 23,200 (Description) (US\$1,000) 2) 3. SECTOR Public Utilities/ Sewerage The development of the sewerage system has been delayed; 3. CONTENTS OF MAJOR PROJECT(S) because higher priority is given to drainage and inundation Project area : 970 ha control projects in Bangkok. 4. REFERENCE NO. Intercepting sewer: d 3,000-2,400mm for L=7,100m Bangkok Metropolitan Administration (BMA) have undertaken Combined sewer : d 8,500-2,000mm for L=1,300m D/D on two sewage treatment plants (the capacity: 30,000 5. TYPE OF STUDY (M/P)+F/S -Intermediate Pumping Station: 3 stations, Q=13-24cu.m/min cu.m/day and 25,000 cu.m/day). BMA is preparing a request : Q=135,000 cu.m/day 6. COUNTERPART AGENCY to Japan on another treatment plan with a capacity of Inf.BOD= 160 mg/1 Department of Drainage and Sewerage, BMA Eff.BOD= 60 mg/l 1991 To be informed the above plan is promoting by own (Modified aeration process: grit chamber, aeration country (Thailand) fund. tank, final sedimentation 7. OBJECTIVES OF STUDY basin, chlorination chamber, digester, etc.) F/S on first phase program, as recommended Implementation Period: 1984 - 1988 8. DATE OF S/W Mar 1979 4. FEASIBILITY AND EIRR FIRR ITS ASSUMPTIONS 9. CONSULTANT(S) Feasibility: Yes Nihon Suido Consultants Co., Ltd. Conditions and Development Impacts: In 1982, the celebration of the 200th anniversary of Bangkok as Capital of Thailand, sewerage project was focussed to cope with 10. STUDY TEAM the water quality problem of canal in the city. Sewerage project and Water Disposal Plan were made as a pair. No. of Members 2. MAJOR REASONS FOR PRESENT STATUS F/S was conducted for the area selected by the investment Period Aug.1979 - Feb.1980 (6 months) efficiency as recommended in M/P. Jul.1980 - Jul.1982 (23months) Development impacts are expected with pollution prevention of Reason of project postponed: Total M/M canal and decrease of inundation problem, which area, however, 186.3 (1) Domestic reasons: Higher priority was given to drainage and Japan 114.3 can not be scaled quantitatively. inundation control projects than sewerage system project in Bangkok 72.0 and financial problem. (2) Others: Several countries proposed some other assistance to 11. ASSOCIATED AND/OR Bangkok Authority and World Bank also offered assistance to SUBCONTRACTED STUDY drainage project in Bangkok. Topographic survey 5. TECHINCAL TRANSFER 3. PRINCIPAL SOURCES OF INFORMATION

和名 バンコック市下水道整備計画

Contracted

397, 120 (¥'000)

377,556

12. EXPENDITURE

(1)

(1) Carried out training program for two persons

(2) Employment of the local consultant for land survey

(3) Equipment granted and instructed for water quality tests

PROJECT SUMMARY (M/P + F/S)

ASE THA/S 203A /82

mpiled March 1986 wised March 1997

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS	III. PRESENT STATUS OF USE OF STUDY RESULTS
1. COUNTRY Thai	land	1. SITE OR AREA	1. PRSENT In Progress or In Use
2. NAME OF STUDY		City of Bangkok	STATUS Delayed
Bangkok Solid Waste Managem	ent	A course of	Discontinued
		2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS Total Cost Local Cost Foreign Cost	(Description)
3. SECTOR	:	(US\$1,000) 1) 17,248 8,667	Followed by F/S.
Public Utilities/ Urban San	itation	3. MAJOR PROJECT(S) PROPOSED	
4. REFERENCE NO.		The master plan to improve waste disposal system by the year of 2000 and 67 immediate action programmes.	
5. TYPE OF STUDY M/P-	+(F/S)	(1) The master plan includes construction and introduction of:	
6. COUNTERPART AGENCY		5 composting plants, 2 incineration plants, 3 final disposal sites,1,190 collection vehicles,	
Public Cleansing Department Bangkok Metropolitan Adminis	stration	88 road sweepers, 5 river cleaning boats, 110 barges, 25 dump trucks, 18 bulldozers (2) The immediate action programmes in which 3 levels of	
7. OBJECTIVES OF STUDY		priority is shown include improvements in : 1) discharge and collection system 2) transport and transferring system 3) composting plants 4) final disposal system 5) administrative system 6) countermeasures to floods	
		The total cost above pertains to the short-term improvement plan.	
8. DATE OF S/W Mar. 1	1979	4. CONDITIONS AND DEVELOPMENT IMPACTS	
9. CONSULTANT(S) Tokyo Metropolis Environment Corporation	al Service	Development Impacts: Public health and living environment for citizens are remarkably improved by modernization of waste disposal systems.	
10. STUDY TEAM			
No. of Members 55 Penod Aug. 1979 - Feb	1000 45		2. MAJOR REASONS FOR PRESENT STATUS
	o.1980 (6 months) o.1982 (29months)		
Total M/M 278.08 Japan 124.54 Field 153.54			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY			
		5. TECHINCAL TRANSFER	
		(1) logical way of thinking of public cleansing works	3. PRINCIPAL SOURCES OF INFORMATION
	,070 (¥'000) ,098	(2) reception of trainees(3) effective application of local consultants(4) equipment donations and training for effective use	①

和名 バンコク市都市廃棄物整備計画

{M/P, M/P+(F/S), Basic Study, Other}

ASE THA/S 203B /82		PROJECT SUMMARY (M/P + F/S)			Compiled March 1986 Revised March 1992
I. OUTL	INE OF STUDY	II. SUMMARY OF STUDY RESULTS	III. P	RESENT STATUS OI	F STUDIED PROJECT
1. COUNTRY	Thailand	1. SITE OR AREA		Completed or	
2. NAME OF STUDY		City of Bangkok	1. PRSENT	in Progress	Promoting
Bangkok Solid Waste	e Management		STATUS	Completed	
	•	2. PROJECT COSTS (US\$1=26.25B)	1 .	ImplementingProcessing	Delayed or Suspended Discontinued or Cancelled
		Total Cost Local Cost Foreign Cost 1) 578,712 352,590			Discontinued of California
3. SECTOR		(US\$1,000) 2) 3)	(Description)	
Public Utilities/ U	Urban Sanitation	3. CONTENTS OF MAJOR PROJECT(S)	A Japanes	e expert was sent to BM	A in 1983 - 1989, and the
		Construction of final disposal site 3 1,500t/d	short-term during the	measures proposed by t	he study were implemented
4. REFERENCE NO.		Construction of refuse incineration plant 2 1.500t/d x2	The Phase	II study is being impl	emented in FY 1990 by the
5. TYPE OF STUDY	(M/P)+F/S	Construction of rapid type composting plant 2 800t/d	JICA team. BMA.	Another Japanese expe	is currently posted to
6. COUNTERPART AGEN	VCY				
Public Cleansing De	ept., BMA				
					•
7. OBJECTIVES OF STUD	Y				
		Implementation Period: 1985 - 2000			
		Implementation 1 caron, 1903 2000			
8. DATE OF S/W					
9. CONSULTANT(S)	Mar.1979	4. FEASIBILITY AND EIRR FIRR ITS ASSUMPTIONS			
· · · · · · · · · · · · · · · · · · ·	vironmental Service	Feasibility: Yes			
Corporation	. TIONMENCHI DELVICE	Conditions and Development Impacts:			
		To properly dispose of whole waste targetting the completion in			
10. STUDY TEAM		the year 2000 and considering local economic situations. As the development impacts, public health and living			
No. of Members 55		environment for citizens are remarkably improved by			
Period Aug	.1979 - Feb.1980 (6 months)	modernization of waste disposal systems.	2. MAJOR RE	ASONS FOR PRESENT ST	ATUS
	1980 - Sep.1982 (29months) 78.08		(1) Waste	disposal systems shall h	be updated according to
Japan 12	24.54		generat		* **
Field 15 11. ASSOCIATED AND/OR	53.54		(2) High pi	ciority: One of 5 major	projects in Bangkok
SUBCONTRACTED STU			(3) Impleme	entation: recommendation	ns will be wisely
			impleme Bangkol	ented by National Minist Metropolitan Administr	ry of Thailand and
		5. TECHINCAL TRANSFER	3. PRINCIPAL	. SOURCES OF INFORMA	TION
12. EXPENDITURE	401 070 08000	(1) training to the local staff through OJT.(2) reception of trainees ,6 local staff	· (1) ·		
Total Contract	491,070 (¥'000) ted 447,098	(3) effective application of local consultants.			

和名 バンコク市都市廃棄物整備計画

PROJECT SUMMARY (M/P + F/S)

Compiled ASE THA/S 201A /82 March 1992 I. OUTLINE OF STUDY II. SUMMARY OF STUDY RESULTS III. PRESENT STATUS OF USE OF STUDY RESULTS 1. COUNTRY Thailand 1. SITE OR AREA In Progress or In Use 1. PRSENT 2. NAME OF STUDY 17 changwats of the Norther Regions (170,000 sq.km) □ Delayed **STATUS** Road Development in the Northern Region ☐ Discontinued 2. COSTS OF (US\$1=23Bahts) PROPOSED PLAN OR (Description) MAJOR PROJECTS Total Cost Local Cost Foreign Cost 3. SECTOR The feasibility study was conducted on 14 routes selected 36,500 (US\$1.000) from 16 short-term priority links. Transportation/ Road 3. MAJOR PROJECT(S) PROPOSED The study selected priority road sections by taking into 4. REFERENCE NO. account development potentials by area, 44 links (total 5. TYPE OF STUDY length 1,200km) were selected for improvement or for new M/P+(F/S)construction. A pre-feasibility study was undertaken on 31 6. COUNTERPART AGENCY links (860km) which were considered for short- and mediumterm implementation and narrowed down to 16 links (410km) Dept. of Highways (DOH), Ministry of for the subsequent feasibility study. Communications 7. OBJECTIVES OF STUDY Formulation of a master plan for highway development and feasibility analysis of priority road sections (new construction and improvement) 8. DATE OF S/W Dec.1979 4. CONDITIONS AND DEVELOPMENT IMPACTS 9. CONSULTANT(S) Development impacts: Nippon Koei Co., Ltd. and Katahira & 1) The project will stimulate the regional stagnation caused Engineers International by the shortage of land and low income by providing better transport infrastructure. 2) The project will contribute to the productivity improvement and diversification of agricultural production. 10. STUDY TEAM 3) The road density of the Northern Region is lower than elsewhere, and the project will promote better No. of Members 12 2. MAJOR REASONS FOR PRESENT STATUS Period Jun.1980 - Mar.1982 (22 months) communication. Total M/M 140.33 16.03 Field 124.3 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY Traffic survey, road inventory survey 5. TECHINCAL TRANSFER 3. PRINCIPAL SOURCES OF INFORMATION 1) OJT for the counterparts on the method of selecting priority road sections 12. EXPENDITURE 2) Participation of 1 counterparts in the JICA training program Total 385,805 (¥'000) 3) Report writing Contracted 381,842

和名 北部地方道路網整備計画

PROJECT SUMMARY (M/P + F/S)

ASE THA/S 201B/82		TROJECT SOMMART (M/P + F/S)		Compiled March 1986 Revised March 1992
I. OUTLINI	E OF STUDY	II. SUMMARY OF STUDY RESULTS	III. PRESENT STATUS OF ST	
1. COUNTRY	Thailand	1. SITE OR AREA	Completed on	
2. NAME OF STUDY		17 changwats of the Norther Regions (170,000 sq.km)	1. PRSENT in Progress	Promoting
Road Development in th	e Northern Region		STATUS Completed	
		2. PROJECT COSTS (US\$1=23Bahts)	Implementing Processing	Delayed or Suspended Discontinued or Cancelled
		Total Cost Local Cost Foreign Cost 1) 56,800 32,000 24,800		Discontinues of Cancelled
3. SECTOR		(US\$1,000) 2)	(Description)	
Transportation/ Road		3)	1983 - 1986 D/D completed by DON	•
		3. CONTENTS OF MAJOR PROJECT(S) The feasibility study was undertaken on 14 links (410km)	Sep. 1983 OECF loan agreement (5,770	million yen)
4. REFERENCE NO.		requested by DOH. The analysis indicated 12 links (394km)	Jan. 1986 Construction started Aug. 1988 Construction completed	
5. TYPE OF STUDY	(M/P)+F/S	as feasible. - 11 links (F4 standard) 378km		
6. COUNTERPART AGENCY		- 1 link (F5 standard) 16km		
	J			
7. OBJECTIVES OF STUDY				And the second
			·	•
				•
1		Implementation Period:		
8. DATE OF S/W	Dec.1979	4. FEASIBILITY AND EIRR FIRR		
9. CONSULTANT(S)		ITS ASSUMPTIONS 28.5-14.0		
		Feasibility: Yes		
		Conditions and Development Impacts:		
		The Northern Region has limited availability of arable land because of difficult topography and has been underdeveloped.		
10. STUDY TEAM		The proposed project will provide transport infrastructure and stimulate productive activities.		
No. of Members 12		2) In order to establish a framework of balanced regional	2. MAJOR REASONS FOR PRESENT STATU	<u>e</u>
Period Jun.1980	0 - Mar.1982 (months)	growth through better inter-regional communication, the study formulated a optimum plan to strengthen the road network, and		
Total M/M 140.33		proposed priority short- and medium-term routes. Development impacts:	1) Large impact substantial contribution to the alleviation of a disparities which was one of the major objectives of the 4th and development place. 2) Linkses with every conductive the	Segional 5th
Japan 16.03 Field 124.3		 The project will stimulate the regional stagnation caused by the shortage of productive land and low income by providing better 	overlopment plans. 2) Linkage with other projects: the proposed priority links were consistent with other priority road development projects. 3) Linkage with other priority road development projects. 4) Linkage with other projects to covernent of Thelland explanation of the linkage with the covernent of the linkage with this policy. 4) Linkage with the project proposed by the study were consisting roads, at the project proposed by the study were consisting roads.	4 ham been
11. ASSOCIATED AND/OR		transport infrastructure.	existing roads, and the projects proposed by the study were consi with this policy. 4) High priority: the Government has been emphasizing improvement	stent
SUBCONTRACTED STUDY		 The project will contribute to the productivity improvement and diversification of agricultural production. 	 High priority: the Government has been amphasizing improvement provincial roads and production-related roads, and the Norther Reben given high priority in this regard. 	agion have
		 The road density of the Northern Region is lower than elsewhere, and the project will promote better communication. 		
			3 PRINCIPAL SOURCES OF INFORMATION	7
12. EXPENDITURE	·	5. TECHINCAL TRANSFER	3. PRINCIPAL SOURCES OF INFORMATION	
Total	385,805 (¥'000)		①	• *
Contracted	381,842			
			:	

LOUNTRY	I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS	III. PRESENT STATUS OF USE OF STUDY RESULTS
2 Places in each part of north, Central, northeast, Agricultural Cooperative Promotion 2 COSTS OF PROPSEDPIANOR MADOR PRODECTS 3.SECTOR AGTICULTURE / General 3.MAJOR PRODECTS 4.REPERINCE NO. 4.REPERINCE NO. 5.TYPIOF STUDY M/P+(F/S) 4.CONINTERPART AGENCY Cooperative Promotion Department MOAC 7.OBJECTIVES OF STUDY 8.DATE OF SNW ADA. 1980 4. CONDITIONS AND DEVELOPMENT IMPACTS 8.DATE OF SNW Agricultural Cooperation in Asia 8.DATE OF SNW Agricultural Cooperation in Asia 8.DATE OF SNW No. of Muneral No	1. COUNTRY	Thailand	1. SITE OR AREA	
Agricultural Cooperative Promotion 2. COSTS OF PROFOSED 10551.000 13 2. COSTS OF PROFOSED 1 10551.000 13 2. MAJOR PROFOSED 2. MAJOR PROFOSED 3. MAJOR PROFOSED 4. REFERENCE NO.	2. NAME OF STUDY		2 places in each part of north, central, northeast,	
PROPOSED PLAN ON 10521,0000 13 17 18 18 18 18 18 18 18	Agricultural Cooperati	ve Promotion		1
Agriculture/ General 3. MAJOR PROJECT(S) PRODISED 4. REFERENCE NO. 5. TYPE OF STUDY M/P+(F/S) 5. COUNTERPART AGENCY COOPERATIVES OF STUDY NOBJECTIVES OF STUDY NOBJECTIVES OF STUDY Nobject of the line o			PROPOSED PLAN OR	(Description)
### S.TYPE OF STUDY M/F+(F/S) We pointed realities and problems of organization, operations and management of agricultural cooperative of Thailand, and management of agricultural cooperative branching of agricultural cooperative branching of special based on case studies in each area, then the function of Heritalities] Cooperative Promotion Department MOAC COUNTERPART AGENCY Cooperative Promotion Department MOAC Cooperative Agricultural Cooperative Promotion of Cooperative Promotion Department MOAC Cooperative Promotion Department MOAC Cooperative Promotion of Cooperative Promotion Cooperative Promotion Promotion Promotion Promotion Promotion Cooperative Promotion Promotion Promotion Promotion Promotion Cooperative Promotion	3. SECTOR		1 (USS) (000)	proceeding to F/S (later expert dispatched project type
4. REPREENCE NO. 5. TYPE OF STUDY M/P+(F/s) 6. COUNTERPART AGENCY Cooperative Promotion Department MOAC 7. OBJECTIVES OF STUDY 8. DATE OF SRW 9. CONSULTANT(S) The Institute for the Development of Agricultural Cooperative and Englishment of Agricultural Cooperative in Agricu	Agriculture/ General		3. MAJOR PROJECT(S) PROPOSED	1.Thai Government requested cooperation to Japanese Government on the planning of establishing model
6.COUNTERPART AGENCY Cooperative Promotion Department MOAC 7.OBJECTIVES OF STUDY 8.DATE OF STW Apr. 1980 9.CONSULTANT(S) The Institute for the Development of Agricultural Cooperative in Asia No.of Members 3 Pend May. 1980 No. of Members 4 No. of Members 4 No. of Members 4 No. of Members 5 No. of Members 6 No. of Members 7 No. of Members 7 No. of Members 8	4. REFERENCE NO.		We pointed realities and problems of organization, operations	agricultural cooperative based on the final report of
1. Basic idea to strengthen the function of agricultural cooperative Promotion Department MOAC	5. TYPE OF STUDY	M/P+(F/S)	proposed basic idea for their improvement, based on case	2.5/W mission was dispatched to conduct F/S in July 1981.
organization base, promotion of regional agriculture by conducting guidance of agriculture management, expansion of sales and purchase abiding by fair rule, realization of Coopprehensive agricultural linancial system, are shown, and "total system" to facilitate all of them in a comprehensive way was proposed. 2. Establishment of Agricultural Cooperative 8. DATE OF SAW 9. CONSULTANT(S) 1. We proposed that establishment of model Agricultural Cooperation in Asia 1. We proposed that establishment of model Agricultural Cooperation in Asia 1. We proposed that establishment of model Agricultural Cooperation in Asia 1. We proposed that establishment of model Agricultural Cooperative is expected by planning of agricultural cooperative is expected by planning of agricultural cooperative promotion, guidance to implement the plan of dissemination of the fruits of model agricultural cooperative to neighboring cooperatives. 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY 5. TECHINCAL TRANSFER STECHINCAL TRANSFER were dispatched upon its request for one and half yr from bec. 1982. Project type technical cooperation (5 years) started in July 1984. Were dispatched upon 16, replaced to project in page 18, and project in July 1984. Seal and purchase abiding by fair rule, realization of Cooperative and some page and a comprehensive agricultural cooperative in Cooperative in Seal Seal Seal Seal Seal Seal Seal Seal	6. COUNTERPART AGENCY		1.Basic idea to strengthen the function of agricultural	to Sept.
### Sales and purchase abidding by fair rule, realization of comprehensive agricultural functional systems, are shown, and "total system" to facilitate all of them in a comprehensive way was proposed. ### 2.Establishment of Agricultural Cooperative ### 4.CONDITIONS AND DEVELOPMENT IMPACTS ### 9.CONSULTANT(S) The Institute for the Development of Agricultural Cooperation in Asia ### 10.STUDY TEAM No. of Members 3	Cooperative Promotion I	Department MOAC	organization base, promotion of regional agriculture by conducting guidance of agriculture management, expansion of	were dispatched upon its request for one and half year from Dec.1982. Project type technical cooperation
# total system to facilitate all of them in a comprehensive way was proposed. 2. Establishment of Agricultural Cooperative 8. DATE OF S/W	7. OBJECTIVES OF STUDY		sales and purchase abiding by fair rule, realization of	(5 years) started in July 1984.
9. CONSULTANT(S) The Institute for the Development of Agricultural Cooperation in Asia 10. STUDY TEAM No. of Members 3 Period May. 1980 - Feb. 1982 (23 months) Total M/M 37. 21 Japan 27.36 Field 9.85 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY SUBCONTRACTED STUDY A. CONDITION AND DEVELOPMENT IMPACTS 1. We proposed that establishment of model Agricultural Cooperative is expected by planning of agricultural cooperative is expected by planning of agricultural cooperative promotion, guidance to implement the plan, and dissemination of the fruits of model agricultural cooperative to neighboring cooperatives. Total M/M 37.21 Impact a cooperative in the final report of M/P. -Thai Government accepted the results of basic concept in the final report of M/P. -Thai Government requested F/S to clarify and material in means for agricultural cooperative promotion. 5. TECHINCAL TRANSFER			"total system" to facilitate all of them in a comprehensive way was proposed.	
9. CONSULTANT(S) The Institute for the Development of Agricultural Cooperation in Asia 10. STUDY TEAM No. of Members 3 Period May. 1980 - Feb. 1982 (23 months) Total MM 37. 21 Japan 27.36 Field 9.85 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY 12. ASSOCIATED AND/OR SUBCONTRACTED STUDY SUBCONTRACTED STUDY 13. CONSULTANT(S) 14. CONDITIONS AND DEVELOPMENT IMPACTS 15. We proposed that establishment of model Agricultural consideration the adifference of regional character and basic condition of each area. 2. Development effect of promoting agricultural cooperative is expected by planning of agricultural cooperative promotion, guidance to implement the plan, and dissemination of the fruits of model agricultural cooperative to neighboring cooperatives. 2. MAJOR REASONS FOR PRESENT STATUS -Thai Government accepted the results of basic concept in the final report of M/PThai Government requested F/S to clarify and materiali means for agricultural cooperative promotion. 5. TECHINCAL TRANSFER				
9. CONSULTANT(S) The Institute for the Development of Agricultural Cooperation in Asia 1. We proposed that establishment of model Agricultural Consideration the difference of regional character and basic condition of each area. 2. Development effect of promoting agricultural cooperative is expected by planning of agricultural cooperative promotion, guidance to implement the plan, and dissemination of the fruits of model agricultural cooperative to neighboring cooperatives. 10. STUDY TEAM No. of Members 3 Period May.1980 - Feb.1982 (23 months) Total M/M 37.21 Japan 27.36 Field 9.85 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY 5. TECHINCAL TRANSFER 1. We proposed that establishment of model Agricultural cooperation the difference of regional character and basic condition of each area. 2. Development effect of promoting agricultural cooperative promotion, guidance to implement the plan, and dissemination of the fruits of model agricultural cooperative to neighboring cooperatives. -Thai Government accepted the results of basic concept in the final report of M/PThai Government requested F/S to clarify and materiali means for agricultural cooperative promotion.	8. DATE OF S/W	Apr. 1980	A CONDITIONS AND DEVELOPMENT IMPACTS	
Agricultural Cooperation in Asia Cooperative should be chosen taking into consideration the difference of regional character and basic condition of each area. 2.Development effect of promoting agricultural cooperative is expected by planning of agricultural cooperative promotion, guidance to implement the plan, and dissemination of the fruits of model agricultural cooperative to neighboring cooperatives. Total M/M 37.21 Japan 27.36 Field 9.85 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY 5. TECHINCAL TRANSFER Cooperative should be chosen taking into consideration the difference of regional character and basic condition of each area. 2. Development effect of promoting agricultural cooperative promotion of the fruits of model agricultural cooperative to neighboring cooperatives. 2. MAJOR REASONS FOR PRESENT STATUS -Thai Government accepted the results of basic concept in the final report of M/P. -Thai Government requested F/S to clarify and materiali means for agricultural cooperative promotion.				
2.Development effect of promoting agricultural cooperative is expected by planning of agricultural cooperative promotion, guidance to implement the plan, and dissemination of the fruits of model agricultural cooperative to neighboring cooperatives. Total M/M 37.21	The Institute for the I Agricultural Cooperation	Development of on in Asia	Cooperative should be chosen taking into consideration the difference of regional character and basic condition of each	
expected by planning of agricultural cooperative promotion, guidance to implement the plan, and dissemination of the fruits of model agricultural cooperative to neighboring cooperatives. Total M/M 37.21 Japan 27.36 Field 9.85 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY **SUBCONTRACTED STUDY** **SUBCONTRACTED STUDY** Expected by planning of agricultural cooperative promotion, guidance to implement the plan, and dissemination of the fruits of model agricultural cooperative to neighboring cooperatives. 2. MAJOR REASONS FOR PRESENT STATUS -Thai Government accepted the results of basic concept in the final report of M/P. -Thai Government requested F/S to clarify and materiali means for agricultural cooperative promotion.	•		2.Development effect of promoting agricultural cooperative is	· · '
No. of Members 3 Period May.1980 - Feb.1982 (23 months) Total M/M 37.21 Japan 27.36 Field 9.85 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY SUBCONTRACTED STUDY Total M/M 37.21 5. TECHINCAL TRANSFER Fruits of model agricultural cooperative to neighboring cooperative to neighboring cooperative to neighboring 2. MAJOR REASONS FOR PRESENT STATUS - Thai Government accepted the results of basic concept in the final report of M/P. - Thai Government requested F/S to clarify and materiali means for agricultural cooperative promotion.	10. STUDY TEAM		expected by planning of agricultural cooperative promotion.	
Total M/M 37.21 Japan 27.36 Field 9.85 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY 5. TECHINCAL TRANSFER -Thai Government accepted the results of basic concept in the final report of M/PThai Government requested F/S to clarify and materiali means for agricultural cooperative promotion.		0 - Feb.1982 (23 months)	fruits of model agricultural cooperative to neighboring	2. MAJOR REASONS FOR PRESENT STATUS
SUBCONTRACTED STUDY 5. TECHINCAL TRANSFER	Total M/M 37.23 Japan 27.36 Field 9.85 11. ASSOCIATED AND/OR	1 6		-Thai Government requested F/S to clarify and materialize
A DRIVATA A COLTA	SUBCONTRACTED STUDY		5. TECHINCAL TRANSFER	
as a second during the period of the		·	-Transfer of development study method during the period of M/P	3. PRINCIPAL SOURCES OF INFORMATION
in July and Aug.1980. Discussion and cooperative operation in writing a report, and observation of Japanese case through acceptance of two trainees.	Total	127,935 (¥'000) 107,192	in July and Aug.1980Discussion and cooperative operation in writing a report, and observation of Japanese case through acceptance of two	①

PROJECT SUMMARY (M/P + F/S)Compiled March 1990 ASE THA/A 201B /82 March 1992 I. OUTLINE OF STUDY II. SUMMARY OF STUDY RESULTS III. PRESENT STATUS OF STUDIED PROJECT 1. COUNTRY 1. SITE OR AREA Thailand Completed or 1. PRSENT Promoting In the districts of north, central, northeast, south, where four proposed in Progress 2. NAME OF STUDY cooperatives as model agricultural cooperative are located STATUS Completed Agricultural Cooperative Promotion O Implementing Delayed or Suspended (US\$1=23Bahts) 2. PROJECT COSTS O Processing Discontinued or Cancelled Total Cost Local Cost Foreign Cost 1) 45,508 6,478 39,030 (Description) (US\$1,000) 2) 3. SECTOR 31 Agriculture/ General Implementation completed 3. CONTENTS OF MAJOR PROJECT(S) 1. Thai Government requested project type technical 1.Projects to nurture agricultural cooperative cooperation and grant to Japanese Government in 4. REFERENCE NO. 2.Establishment of consultant units and traveling guidance June 1983. 3.Strengthening of training by agricultural cooperative 2.R/D for project type technical cooperation was concluded 5. TYPE OF STUDY (M/P)+F/Straining centers in July 1984, and five-year started. Project 4. Improvement of facilities of agricultural cooperative implementation period concluded in July 1989, currently 6. COUNTERPART AGENCY 5. Comprehensive financial measures two-year follow up is process. Cooperatives Promotion Department MOAC 3.In 1985, Agricultural Cooperative Training Center of Northeast Thailand was established by grant aid (598 million Yen) 7. OBJECTIVES OF STUDY Implementation Period: 8. DATE OF S/W 4. FEASIBILITY AND FIRR Jul. 1981 EIRR ITS ASSUMPTIONS 9. CONSULTANT(S) The Institute for the Development of Feasibility: Yes Agricultural Cooperation in Asia Conditions and Development Impacts: Conditions: 1.Establishment of promoting system in CPD. 10. STUDY TEAM 2.Guidance of agricultural management and strengthening of sales activities. No. of Members 6 2. MAJOR REASONS FOR PRESENT STATUS 3.Financial back up by the government Period May.1980 - Feb.1982 (23 months) 4.Cooperation with ACFT and CLT Development Impacts: Total M/M 1. Improvement of management by agricultural cooperatives 37.21 27.36 Japan 2.Increase of employment opportunities, Increase of income, Field 9.85 Decreasing the difference of income. 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY 3. PRINCIPAL SOURCES OF INFORMATION 5. TECHINCAL TRANSFER 12. EXPENDITURE -Transfer of research method during the period of F/S. 1

和名 農業協同組合組織育成計画

Total

Contracted

127,935 (¥'000)

107,192

{F/S, (M/P)+F/S, D/D}

-Discussion and cooperative operation in writing a report

accepting two trainees.

Compiled Revised

ed March 19 March 19

I. COUNTRY Thailand I. SITE OR AREA Northern area of Bangkok Northern area of Bangkok 1. PRSENT Total Cost (US\$1-230Yen) Total Cost (US\$1,000) 2] 3. SECTOR Transportation/ Road 4. REFERENCE NO. 5. TYPE OF STUDY F/S COmpleted Discontinued of Discontinued	I. OUTLINE OF STUDY	THE CHARLES AND ADDRESS OF THE PARTY OF THE	
Completed or in Properts Completed Implementing Delayed or Sustain Delayed or Sustain Completed or in Properts Completed Implementing Delayed or Sustain Completed or in Properts Completed or in Properts Completed Implementing Delayed or Sustain Completed or in Properts Completed Implementing Delayed or Sustain Delayed or Sustain Completed Implementing Delayed or Sustain Delayed or Sustain Completed Implementing Delayed or Sustain Delayed or	1 COLINTON	II. SUMMARY OF STUDY RESULTS	III. PRESENT STATUS OF STUDIED PROJECT
Rama VI Bridge Construction Project 2. PROJECT COSTS (US\$1=230Yen) Total Cost Local Cost Foreign Cost 1) 34,000 19,100 (US\$1,000) 2] Transportation/ Road 3. CONTENTS Off MAIOR PROJECT(S) New Highway Bridge Main Bridge 29. In wide (6 Lanes/pedestrian) 85m+120m+85m-290m long (Freyssims cantilever creation method) Approch Bridge 29. In wide (6 Lanes) pedestrian) 85m+120m+85m-290m long (Freyssims cantilever creation method) Approch Bridge 21. 5m wide 71. 9m long (dual track) 12. 5m wide 71. 9m long (dual track) 13. span continuous prestressed concrete girder) New Road 7. OBJECTIVES OF STUDY Alleviation of traffic congestions in Bangkok, with the bridge serving to complete he middle ring road	THATTEHIA	A STATE OF THE PARTY OF THE PAR	1. PRSENT Completed or Promoting
2. PROJECT COSTS Total Cost Local Cost Foreign Cost (US\$1,000) 2] 34,000 19,100 Transportation/ Road 3. CONTENTS OF MAJOR PROJECT(S) Sep. 1983 OECF (10th) E/S loan agreement (170 mill yen) Now Highway Bridge Main Bridge 29.1m wide (6 Lanes*pedestrian) 85m+120m*85m-290m long (Freysiants cantilever crection method) Processing Discontinued of Discon	**************************************	Notchell area of Bangkok	gm,
Total Cost Local Cost Foreign Cost 1	Rama VI Bridge Construction Project	2 PROJECT CORES (USS)=230Yen)	
3. SECTOR (US\$1,000) 2) 3) Transportation/ Road 3. CONTENTS OF MAJOR PROJECT(S) New Highway Bridge Main Bridge 29.1m wide (6 Lanes) redection method) Approch Bridge 29.1m wide (6 Lanes) Totally 650m long (Freyssinst cancillever erection method) Approch Bridge 23.3m wide (6 Lanes) Totally 650m long (Brows Railway Bridge 23.3m wide (6 Lanes) Totally 650m long Approch Bridge 23.3m wide (6 Lanes) Totally 650m long Bridge 23.3m wide (6 Lanes) Totally 650m long Bridge 25.5m wide (6 Lanes	•	2.1 Kozeci cosis	Processing Discontinued or Cancelled
Transportation/ Road 3. CONTENTS OF MAJOR PROJECT(S) New Highway Bridge Main Bridge 29.1m wide (6 Lanes*pedestrian) 85m+120m+85m-290m long (Froyssinet cantilever crection method) Approch Bridge 3. CONTERPART AGENCY F/S Approch Bridge 23. m wide (6 Lanes*) Totally 650m long Approch Bridge 23. m wide (6 Lanes) Totally 650m long New Railway Bridge ompleted 35ep. 1983 OECF (10th) E/S loan agreement (170 mill) yen) Aug. 1986 D/D on New Rama IV Bridge completed Sep. 1987 OECF (13th) loan agreement on the new bridge. (5,599 million yen) Dec. 1988 PQ for construction completed Jun. 1989 Tender for construction closed Nov. 1989 Construction contract completed Nov. 1989 Construction contract completed 3. CONTERPART AGENCY Nov. 1989 Construction contract completed 4. Met Agency Nov. 1989 Construction contract completed 5. CONTERPART AGENCY 1. CONTERPART AGENCY Nov. 1980 Construction contract completed 5. CONTER		1) 34,000 19,100	(Description)
4. REFERENCE NO. 4. REFERENCE NO. 5. TYPE OF STUDY Public Works Dept. (PWD), Ministry of Interior 7. OBJECTIVES OF STUDY Alleviation of traffic congestions in Bangkok, with the bridge serving to complete the middle ring road 3. CONTENTS OF MAJOR PROJECT(S) Now Highway Bridge Main Bridge 29.1m wide (6 Lanes) + potential (6 Lanes) + potential (7.5 pm illing yen) (Froyssinat cantilever exection method) Approch Bridge 29.1m wide (6 Lanes) Totally 650m long (Froyssinat cantilever exection method) Approch Bridge 29.1m wide (6 Lanes) Totally 650m long (Froyssinat cantilever exection method) Approch Bridge 29.1m wide (6 Lanes) Totally 650m long (Froyssinat cantilever exection method) Approch Bridge 29.1m wide (6 Lanes) + potential (5,599 million yen) Dec. 1988 PQ for construction completed Jun. 1989 Tender for construction contract completed Nov. 1989 Construction contract completed Jan. 1990 Notice to proceed received by the contract of the work completed. Sep. 1987 OECF (13th) loan agreement (1/0 milling) (5,599 million yen) Dec. 1988 PQ for construction completed Jun. 1989 Construction contract completed Jan. 1990 Notice to proceed received by the contract of the work completed. Sep. 1987 OECF (13th) loan agreement on the new broken per long (5,599 million yen) Now. 1989 Construction contract completed Jun. 1989 Construction to be completed Sep. 1987 OECF (13th) loan agreement on the new broken per long (5,599 million yen) Dec. 1988 PQ for construction contract completed Jun. 1989 Construction contract completed Now. 1989 Construction to be completed. Sep. 1987 OECF (13th) loan agreement on the new broken per long (5,599 million yen) Dec. 1988 PQ for construction contract completed Jun. 1989 Construction contract completed Now. 1989 Construction on the per long Sep. 1987 OECF (13th) loan agreement on the new broken per long (5,599 million yen) Now Highway Bridge Jun. 1989 Construction on the per long Sep. 1987 OECF (13th) loan per long (5,599 million yen) Now Highway			(Southern)
4. REFERENCE NO. New Highway Bridge Main Bridge 29.1m wide (6 Lanest-pedestrian) 85m+120m+85m-290m long (Freyssinet cantilever erection method) Approch Bridge 23.3m wide (6 Lanes) Totally 650m long Approch Bridge 23.3m wide (6 Lanes) Totally 650m long New Railway Bridge New Railway Bridge 12.5m wide 71.9m long (dual track) Interior 7. OBJECTIVES OF STUDY Alleviation of traffic congestions in Bangkok, with the bridge serving to complete New Highway Bridge Main Bridge 29.1m wide (6 Lanes) #55m+120m+85m-290m long (Freyssinet cantilever erection method) Approch Bridge 29.1m wide (6 Lanes) #55m+120m+85m-290m long (Freyssinet cantilever erection method) Approch Bridge 29.1m wide (6 Lanes) #55m+120m+85m-290m long (Freyssinet cantilever erection method) Approch Bridge 29.1m wide (6 Lanes) #55m+120m+85m-290m long (Freyssinet cantilever erection method) Aug. 1986 D/D on New Rama IV Bridge completed Sep. 1987 OECF (13th) loan agreement on the new bing point for the new bing process	Transportation/ Road	3. CONTENTS OF MAJOR PROJECT(S)	1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
Sep. 1987 OECF (13th) loan agreement on the new bit (5,599 million yen) 5. TYPE OF STUDY 6. COUNTERPART AGENCY Public Works Dept. (PWD), Ministry of Interior 7. OBJECTIVES OF STUDY Alleviation of traffic congestions in Bangkok, with the bridge serving to complete the middle ring road F/S (Freyssinet cantilever erection method) Approach Bridge 23.3m wide (6 Lanes) Totally 650m long Now Railway Bridge 12.5m wide 71.9m long (dual track) (3 span continuous prestressed concrete girder) New Road 9.4m to 5.7m wide Total Length 3,900m Other structures Riverfront, side ditch, drainage network, pump station, utilities, electricity, water and telecom (Total 5,700m), parking spaces, park, landscaping, pedestrian bridges, signal, etc. Sep. 1987 OECF (13th) loan agreement on the new bridge, construction completed Jun. 1989 Tender for construction construction contract completed Jan. 1990 Notice to proceed received by the contraction of the work completed. Construction and construction supervision are in processing to complete the structures and telecom (Total 5,700m), parking spaces, park, landscaping, pedestrian bridges, signal, etc.		New Highway Bridge Main Bridge	
Approch Bridge 3.3m wide (6 Lanes) Totally 650m long 6. COUNTERPART AGENCY Public Works Dept. (PWD), Ministry of Interior 7. OBJECTIVES OF STUDY Approch Bridge 23.3m wide (6 Lanes) Totally 650m long New Railway Bridge 12.5m wide 71.9m long (dual track) (3 span continuous prestressed concrete girder) New Road 9.4m to 5.7m wide Total Length 3,900m Other structures Riverfront, side ditch, drainage network, pump station, utilities, electricity, water and telecom (Total 5,700m), parking spaces, park, landscaping, pedestrian bridges, signal, etc. (5,599 million yen) Dec. 1988 PQ for construction completed Jun. 1989 Construction contract completed Nov. 1989 Construction to be completed Sep. 1992 Condstruction to be completed. Construction and construction supervision are in prospectively, water and telecom (Total 5,700m), parking spaces, park, landscaping, pedestrian bridges, signal, etc.		29.1m wide (6 Lanes+pedestrian) 85m+120m+85m=290m long (Freyssinet cantilever exection method)	Sep. 1987 OECF (13th) loan agreement on the new bridge
6. COUNTERPART AGENCY Public Works Dept. (PWD), Ministry of Interior 7. OBJECTIVES OF STUDY Alleviation of traffic congestions in Bangkok, with the bridge serving to complete the middle ring road New Railway Bridge 12.5m wide 71.9m long (dual track) (3 span continuous prestressed concrete girder) New Road 9.4m to 5.7m wide Total Length 3,900m Other structures Riverfront, side ditch, drainage network, pump station, utilities, electricity, water and telecom (Total 5,700m), parking spaces, park, landscaping, pedestrian bridges, signal, etc. New Railway Bridge 12.5m wide 71.9m long (dual track) Nov. 1989 Construction contract completed Sep. 1992 Condstruction to be completed Up to now 70 percent of the work completed. Construction and construction supervision are in prospectively and smoothly.	5. TYPE OF STUDY F/S	Approch Bridge	
Public Works Dept. (PWD), Ministry of Interior 7. OBJECTIVES OF STUDY Alleviation of traffic congestions in Bangkok, with the bridge serving to complete the middle ring road (3 span continuous prestressed concrete girder) New Road 9.4m to 5.7m wide Total Length 3,900m Other structures Riverfront, side ditch, drainage network, pump station, utilities, electricity, water and telecom (Total 5,700m), parking spaces, park, landscaping, pedestrian bridges, signal, etc. Jan. 1990 Notice to proceed received by the contraction to be completed. Construction and construction supervision are in prospectively and smoothly.	6. COUNTERPART AGENCY	New Railway Bridge	Jun. 1989 Tender for construction closed
7. OBJECTIVES OF STUDY Alleviation of traffic congestions in Bangkok, with the bridge serving to complete New Road 9.4m to 5.7m wide Total Length 3,900m Other structures Riverfront, side ditch, drainage network, pump station, utilities, electricity, water and telecom (Total 5,700m), parking spaces, park, landscaping, pedestrian bridges, signal, etc. Sep. 1992 Condstruction to be completed Up to now 70 percent of the work completed. Construction and construction supervision are in prospectively and smoothly.	Public Works Dept. (PWD), Ministry of		Jan. 1990 Notice to proceed received by the contractor
Alleviation of traffic congestions in Bangkok, with the bridge serving to complete the middle ring road Other structures Riverfront, side ditch, drainage network, pump station, utilities, electricity, water and telecom (Total 5,700m), parking spaces, park, landscaping, pedestrian bridges, signal, etc. Up to now 70 percent of the work completed. Construction and construction supervision are in prospectively and smoothly.		New Road	Sep. 1992 Condstruction to be completed
Bangkok, with the bridge serving to complete the middle ring road electricity, water and telecom (Total 5,700m), parking spaces, park, landscaping, pedestrian bridges, signal, etc. satisfactorily and smoothly.	7. OBJECTIVES OF STUDY	Other structures	Up to now 70 percent of the work completed.
the middle ring road	Alleviation of traffic congestions in	electricity, water and telecom (Total 5,700m), parking spaces, park,	Construction and construction supervision are in progress
Indianated D. 11	Bangkok, with the bridge serving to complete the middle ring road	landscaping, pedestrian bridges, signal, etc.	outlibecorry and smoothly,
implementation region: Occ. 1983 - Mar. 1986	11.19	Implementation Period: Oct.1983 - Mar.1986	
8. DATE OF S/W Mar. 1981 4. FEASIBILITY AND EIRR FIRR	8. DATE OF S/W Mar. 1981		
9. CONSULTANT(S) ITS ASSUMPTIONS 20.6%	9. CONSULTANT(S)	ITS ASSUMPTIONS 20.6%	
Chiyoda Engineering Consultants Co., and Feasibility: Yes	Chiyoda Engineering Consultants Co., and	Feasibility: Yes	
Japan Overseas Consultants Co., Ltd. Conditions and Development Impacts:	Japan Overseas Consultants Co., Ltd.	Conditions and Development Impacts:	
Conditions:		Conditions:	
1) Traffic volume projections for 1985, 1990 and 2000 2) Standard running speed of cars at 50km/hour	10. STUDY TEAM	1) Traffic volume projections for 1985, 1990 and 2000 2) Standard running speed of cars at 50km/hour	
No of Manham 12 3) Traffic volumes of passengers and goods are projected on	No. of Members 12	3) Traffic volumes of passengers and goods are projected on	
Period Jun.1981 - Mar.1982 (10 months) the basis of the O/D survey. Development impacts: 2. MAJOR REASONS FOR PRESENT STATUS	Period Jun.1981 - Mar.1982 (10 months)	the basis of the O/D survey. Development impacts:	2. MAJOR REASONS FOR PRESENT STATUS
1) Alleviation of traffic congestions in Bangkok and its 1) Large impact: stimulation of the regional economy by the	Total M/M 38.05	1) Alleviation of traffic congestions in Bangkok and its	1) Large impact: stimulation of the regional economy by the
Japan 3.55 2) Industrial and residential development of the area along 2) High priority: the complete on the Middle Ring Road ensure	Japan 3,55		2) High priority: the completion of the Middle Ring Road ensures
Field 34.5 the Middle Ring Road because of an expansion of the traffic capacity of the road the balanced growth of the metropolitan area of Bangkoko. 11. ASSOCIATED AND/OR traffic capacity of the road the balanced growth of the metropolitan area of Bangkoko. 33. Administrative expertise: PMD has experiences in bridgh		the Middle Ring Road because of an expansion of the	the balanced growth of the metropolitan area of Bangkoko. 3) Administrative expertise: PWD has experiences in bridge
SUBCONTRACTED STUDY construction (already constructed 5 bridges across Chao Phraya River)		craffic capacity of the road	construction (already constructed 5 bridges across Chao Phraya
Traffic survey, topographic survey and geological			
survey	survey		
5. TECHINCAL TRANSFER 3. PRINCIPAL SOURCES OF INFORMATION		5. TECHINCAL TRANSFER	3. PRINCIPAL SOURCES OF INFORMATION
12. EXPENDITURE 1) OJT	12. EXPENDITURE	1) OJT	\bigcirc
Total 124,023 (¥'000) 2) Participation of counterparts in the JICA program.		2) Participation of counterparts in the JICA program.	
Contracted 116,682 3) Employment of local consultants	Contracted 116 699	DI ENGLICAMENTE DE LACAT CANAMITAMEA	

PROJECT SUMMARY (F/S) ASE THA/S 309/82 Compiled March 1986 Revised March 1992 I. OUTLINE OF STUDY II. SUMMARY OF STUDY RESULTS III. PRESENT STATUS OF STUDIED PROJECT 1. COUNTRY 1. SITE OR AREA Thailand Completed or 1. PRSENT Promoting East Coast Region 2. NAME OF STUDY in Progress STATUS O Completed East Coast Water Resources Development • Implementing Delayed or Suspended Project (US\$1=230Yen=23B) 2. PROJECT COSTS O Processing Discontinued or Cancelled Total Cost Local Cost Foreign Cost 1) 242,000 103,870 (Description) (US\$1,000) 21 3. SECTOR Social Infrastructures/ Water Resource Jul.1982 OECF loan agreement on the pipeline(6,570 million 3. CONTENTS OF MAJOR PROJECT(S) Development Contents Scale Jul.1982 OECF loan agreement on E/S of Nong Pla Lai Dam 4. REFERENCE NO. (320 million yen) Construction of Height: 30m, Crest L.: 4.000m Sep.1982 D/D completed 5. TYPE OF STUDY F/S Nong Pla Lai Dam Jun.1984 Construction completed Construction of pipeline 6. COUNTERPART AGENCY Pipeline, length: 25 km Sep.1988 OECF loan agreement on the dam(4,357 million yen) between Doc Krai Dam and Pipeline capacity: 80x10 cu.m/year Sep.1989 OECF loan agreement on construction of Mab Ta Royal Irrigation Department east coast region and of Phud - Sattahip Pipeline (1,750 million yen) construction of Ban Bung Dam Dec.1990 Construction of the pipeline (Mab Ta Phud -Sattahip) is under implementation 7. OBJECTIVES OF STUDY Water Resources Development covering Rayong, Nong Pla Lai, Chon Buri Changwats Implementation Period: Jan.1984 - Nov.1986 8. DATE OF S/W Dec.1980 4. FEASIBILITY AND EIRR FIRR ITS ASSUMPTIONS 9. CONSULTANT(S) 10.5% Feasibility: Yes CTI Engineering Co., Ltd. Sanyu Consultants Inc. Nomura Research Institute Conditions and Development Impacts: Prerequisite is that the proposed industrial development project in the east coast region be progressed as originally 10. STUDY TEAM scheduled. The merits of the development are a steady supply of industrial No. of Members 11 water and also supply of municipal water to growing number of 2. MAJOR REASONS FOR PRESENT STATUS Period Feb.1981 - Mar.1982 (13 months) population in keeping with the industrial development with Doko Krai - Mab Ta Phud - Sattahip Pipeline), and flood control as (1) High degree of priority: The industrialization Total M/M 61.79 well as irrigation water supply in the downstream of Rayong of the east coast region was the No.1 priority 26.54 River by Nong Pla Lai Dam, project of the Government of Thailand. 35.25 (2) RID was directly commissioned by the Prime 11. ASSOCIATED AND/OR Minister to push forward of the project. SUBCONTRACTED STUDY Geological survey 3. PRINCIPAL SOURCES OF INFORMATION 5. TECHINCAL TRANSFER

和名 東部水資源開発計画

Total

Contracted

165,176 (¥'000)

149,826

12. EXPENDITURE

 $\{F/S, (M/P)+F/S, D/D\}$

(1)

Acceptance of Trainees: for about three months, four trainees despatched form the

Government of Thailand pursued the study and training mainly field survey of water

supply systems. In the long view, it is considered profitable to the trainees.

ASE THA/A 305/82	PROJECT SUMMARY (F/S)	Compiled March 1990 Revised March 1992
I. OUTLINE OF STUDY	II. SUMMARY OF STUDY RESULTS	III. PRESENT STATUS OF STUDIED PROJECT
1. COUNTRY Thailand	1. SITE OR AREA	Completed or
2. NAME OF STUDY	Phetchaburi River Basin, area: 52,600 ha, population: 192,000	1. PRSENT in Progress Promoting
Phetchaburi-Kaeng Krachan Irrigated Agriculture Development Project	2. PROJECT COSTS US\$1=23B=230Yen Total Cost Local Cost Foreign Cost	STATUS Completed Implementing Delayed or Suspended Processing Discontinued or Cancelled
3. SECTOR	(US\$1,000) 2) 233,865 163,396 70,469	(Description)
Agriculture/ General	<u> </u>	
Aditonicate, osheral	3. CONTENTS OF MAJOR PROJECT(S)	It has been suspended because of the change in Thai Government policy for implementation of land consolidation
4. REFERENCE NO.	Development of irrigation agriculture centering on improvement of irrigation canal for Phetchaburi irrigated area of 45,000ha	project.
5. TYPE OF STUDY F/S	and new development of 7,100ha, and terminal facilities.	
6. COUNTERPART AGENCY		
RID (Royal Irrigation Department), Min of Agriculture and Cooperatives	stry	
7. OBJECTIVES OF STUDY		
Feasibility study for irrigation and drainage system improvement and prmotic	on of	
land consolidation	Implementation Period: 1987 - 1998	
	Imponentation Letter, 1507 1550	
8. DATE OF S/W		
9. CONSULTANT(S)	4. FEASIBILITY AND EIRR FIRR ITS ASSUMPTIONS	
Sanyu Consultants Inc.	Feasibility: Yes	
sanyu consurtants inc.		
	Conditions and Development Impacts:	
10 OW DAY AD AA	-The increase of paddy proudction by 98,000t annualy -Introduction of improved seeds to 48,700ha paddy	
10. STUDY TEAM	-Expansion of cultivation in dry season	
No. of Members 11 Period Nov. 1980 - Mar. 1982 (17 mor		2. MAJOR REASONS FOR PRESENT STATUS
100.1300 - Pat. 1302 (II ROI	cns)	
Total M/M 50.73 Japan 18.36		Major reasons for the above are rather higher investment project cost and decreased project priority.
Japan 18.36 Field 32.37		
11, ASSOCIATED AND/OR		
SUBCONTRACTED STUDY		
		2 DENICIPAL COLUDER OF INFORMATION
	5. TECHINCAL TRANSFER	3. PRINCIPAL SOURCES OF INFORMATION
12. EXPENDITURE	training to engineers	0
Total 201,291 (¥'000) Contracted 167,094		

和名 ペチャブリかんがい農業開発計画

LOUPLIN	E OF STUDY	The second of th	Revised March 1992
1. COUNTRY		II. SUMMARY OF STUDY RESULTS	III. PRESENT STATUS OF STUDIED PROJECT
	Thailand	1. STIE OR AREA	1. PRSENT Completed or Promoting
2. NAME OF STUDY		Chieng Mai and Lampoon Provinces	STATUS in Progress Promoting STATUS Completed
Mae Kuang Irrigated A Project	griculture Development		Completed Delayed or Suspended
		2. PROJECT COSTS Total Cost Local Cost Foreign Cost	O Processing Discontinued or Cancelled
	·	1) 204,400 126,600 77,800	
3. SECTOR		(US\$1,000) 2) 223,600 138,700 84,900	(Description)
Agriculture/ General	$\label{eq:continuous} \mathcal{L}(x) = \{x_i, x_i \in \mathcal{X}_i \mid x_i \in \mathcal{X}_i \}$	3. CONTENTS OF MAJOR PROJECT(S)	Construction of first period:
A DEPONDATION AND		Dam(left saddle dam): banking 2.26 X 1 million cu.m,	Left saddle dam was constructed. Construction was under direct management of RID and supervised by Sanyu
4. REFERENCE NO.		height 52.0m, length 650m Dam(main dam): banking 5.58 X 1 million cu.m,	Consultants, Inc.
5. TYPE OF STUDY	· F/S	height 77.0m, length 645m	Construction of second period: Main and Right saddle dam have been constructed.
6. COUNTERPART AGENCY		Dam(right saddle dam) : banking 1.44 X 1 million cu.m, height 41.0m, length 655m	A Chinese company has constructed and Sanyu Consultante
RID (Royal Irrigation of Agriculture and Co	Department), Ministry operatives	Main canal: 87.4 km, Secondary canal: 146.6 km	Inc. has supervised it. Construction of third period: Main and tributary canals have been under construction
7. OBJECTIVES OF STUDY		cost 2) includes tertiary canals and other terminal	An Italian company has constructed and Sanyu Consultants, Inc. has supervised it.
		facilities.	1982.7.16 OECF L/A (E/S) ¥430 million
			1984.9.18 OECF L/A ¥2.3 billion 1985.10.4 % ¥9.197 billion
	• •	Implementation Period: Jan. 1976 - Sep. 1988	1987.9.21
8. DATE OF S/W	Dec.1980	4. FEASIBILITY AND EIRR FIRR	
9. CONSULTANT(S)		ITS ASSUMPTIONS 17.7%	
Sanyu Consultants, Inc Taiyo Consultants Co.,	J	Feasibility: Yes	
raryo consurcants co.,	Lia.	Conditions and Development Impacts:	
		Conditions: 1. Water resource development will be conducted by the	
10. STUDY TEAM		construction of Mae Kuang dam to increase the land use and	
No. of Members 14		agricultural production. 2.It will give employment opportunities to farmers around the	2. MAJOR REASONS FOR PRESENT STATUS
Period Feb. 198	B1 - Feb.1982 (13 months)	district.	
Total M/M 57.0		3.Infrastructure for agricultural production and organization to disseminate agricultural technology will be completed to	
Japan 21.5 Field 35.3		stabilize agricultural production and improve living environment in the rural area.	
11. ASSOCIATED AND/OR		Taran area.	
SUBCONTRACTED STUDY			
			3. PRINCIPAL SOURCES OF INFORMATION
14 17 17 17 17 17 17 17 17 17 17 17 17 17		5. TECHINCAL TRANSFER	5.1 KINGIFAL SOURCES OF INFORMATION
12. EXPENDITURE	102 A41 (VI000)	1.Acceptance of one trainee 2.Several seminars held in RID during the period of the survey	•
Total Contracted	193,441 (¥'000) 165,175	during the period of the survey	

LOUNTRY	ASE THA/A 307/82	FROJECT SUMMARY (F/S)	Compiled March 19 Revised March 19
STROKE STUDY Cache Stroke Strok		II. SUMMARY OF STUDY RESULTS	
## Comparison Co	1. COUNTRY Thailand	1. SITE OR AREA	
Condition Cond	2. NAME OF STUDY	Upper Pasak river basin under PHETCHABUN Province	
CROISCI COSTS	Upper Pasak Medium Scale Irrigation Project		
1 150,000			O Processing
Comparison Com		1) 105 000	Discontinued or Cancelle
ACRIENCENCO. 4. REFERENCE NO. 5. TYPE OF STUDY FOS ROYal Irrigation Department, Ministry of Agricultura and Cooperatives TOBEL TIVES OF STUDY FOS B. DATE OF SW No. REVISION NO. S. DATE OF SW No. REVISION NO. S. DATE OF SW No. REVISION NO. No. REVISION	3. SECTOR	(US\$1,000) 2)	(Description)
### September No. September September	Agriculture/ General		m
Total MM 72.48 Person Miles		Sub-Project Purit Control	project works by his own fund on the basis of the regult of
Comparison F/S	4. REFERENCE NO.	Yai Kaen Lab	the Feasibility Study undertaken by JICA Study Team
Royal Irrigation Department, Sitrigation Department, Sitrigation Department, Sitrigation Department, Sitrigation Line Sitrigation Department, Sitrigation Line Sitrigati	5. TYPE OF STUDY F/S	2.Dam 1) Tuna 1,200	
No. of Mambers 34 Period Aug.,1981 - Mer.1983 (20 conths) Tou MAM 72.48 31.16 Aug.,1981 - Mer.1983 (20 conths) Aug.,1981 - Mer.1983 (20 co	6. COUNTERPART AGENCY	2) Height (m) 38 57 38 35.3	
Ministry of Agriculture and Cooperatives 7. OBJECTIVES OF STUDY Peasibility Study - to identify the order of priority - to formulate an irrigated agricultural development project and identify the feasibility of the project - B. DATE OF SW 9. CONSULTANT(S) Nippon Koel Co., it.d. Chuo Kaihatsu Corporation No. of Members 34 Priod No. of Members 34 Priod Priod 10. STUDY TEAM No. of Members 34 Priod Priod 10. STUDY TEAM No. of Members 34 Priod Priod 10. STUDY TEAM No. of Members 34 Priod Priod 10. STUDY TEAM No. of Members 34 Priod Priod 10. STUDY TEAM No. of Members 34 Priod Priod 10. STUDY TEAM No. of Members 34 Priod Priod 10. STUDY TEAM No. of Members 34 Priod Priod Priod 10. STUDY TEAM No. of Members 34 Priod Priod 10. STUDY TEAM No. of Members 34 Priod Priod Priod 10. STUDY TEAM No. of Members 34 Priod Priod Priod 10. STUDY TEAM No. of Members 34 Priod Priod Priod 10. STUDY TEAM No. of Members 34 Priod Priod Priod 10. STUDY TEAM No. of Members 34 Priod Priod Priod 10. SERING TY AND ITS ASSUMPTIONS 13. 91 Priod Priod Conditions Agricultural benefit is estimated as a difference of both benefits accrued under with and without conditions. In addition, irrigation water supply to lower basin and drinking water supply to benefits accrued under with and without conditions. In addition, irrigation water supply to benefits as unicipality are assessed as a direct benefit from the project. Priod Transport No. of Members 34 Priod Priod	Royal Irrigation Department,	3.Irrigation Canal (km) - 105.2 26.6 21.2	
Peasibility Study	Ministry of Agriculture and Cooperatives	72.3 36.7 20.0	
-to identify the order of priority -to formulate an irrigated agricultural development project and identify the feasibility of the project 8. DATE OF S/W 9. CONSULTANT(S) Nippon Koei Co., Ltd. Chuo Kalhatsu Corporation No. of Members 34 Period Aug.1981 - Mar,1983 (20 months) Total MMM 72.48 Appau 21.06 Pried 51.42 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY Total 188,810 (¥0000) Total 188,810 (¥0000) To undertake on-the-job training of the government's officials in the course of the survey and study. Implementation Period: 10 years ITS ASSUMPTIONS 13.99 Conditions and Development Impacts: October with and without conditions. Agricultural benefit is estimated as a difference of both benefits accrued under with and without conditions. Agricultural penefits accrued under with and without conditions. Agricultural penefits accrued under with and without conditions. Agricultural penefits accrued under with and without conditions. Agricultural penefit is estimated as a difference of both benefits accrued under with and without conditions. Agricultural penefit is estimated as a difference of both benefits accrued under with and without conditions. Agricultural penefit is estimated as a difference of both benefits accrued under with and without conditions.	7. OBJECTIVES OF STUDY		
Implementation Period: 10 years	Feasibility Study		94 N
### development project and identify the feasibility of the project ### DATE OF S/W Apr. 1981 ### SASUMPTIONS I3.99 ### Period Aug. 1981 - Mar. 1983 (20 months) ### Total M/M 72.48 ### Japan 21.06	-to formulate an irrigated agricultural		
8. DATE OF SAW 9. CONSULTANT(S) Nippon Koel Co., Ltd. Chuo Kaihatsu Corporation 10. STUDY TEAM No. of Members 34 Period Aug. 1981 - Mar. 1983 (20 months) Total MM 72.48 Apan 21.06 Field 51.42 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY 2. EXPENDITURE Total 188, 810 (¥000) 10. STECHINCAL TRANSFER To undertake on-the-job training of the government's officials To undertake on-the-job training of the government's officials In the course of the survey and study. To undertake on-the-job training of the government's officials In the course of the survey and study. 4. FEASIBILITY AND EIRR FIRR ITS ASSUMPTIONS 13. 92 Peasibility: Yes Condition: Agricultural benefit is estimated as a difference of both benefits accrued under with and without conditions. In addition, irrigation water supply to lower basin and drinking water supply to lower basin and as a direct benefit from the project. Development Impacts: 11. Increase of agricultural production 22. MAJOR REASONS FOR PRESENT STATUS 23. MAJOR REASONS FOR PRESENT STATUS 34. MAJOR REASONS FOR PRESENT STATUS 35. TECHINCAL TRANSFER 36. PRINCIPAL SOURCES OF INFORMATION To undertake on-the-job training of the government's officials In the course of the survey and study.	development project and identify the	Implementation Period: 10 years	
9. CONSULTANT(S) Nippon Koei Co., Ltd. Chuo Kaihatsu Corporation 10. STUDY TEAM No. of Members 34 Period Aug. 1981 - Mar. 1983 (20 months) In addition, irrigation water supply to lower basin and drinking water supply to lower basin and drink			
Nippon Koei Co., Ltd. Chuo Kaihatsu Corporation Conditions and Development Impacts: In addition, irrigation water supply to lower basin and drinking water supply to the Low sak municipality are assessed as a direct benefit from the project. Development Impacts: Increase of agricultural production 2) Rasing of the living standard of the regional inhabitants 3) Supplemental water supply to urban area S. TECHINCAL TRANSFER 3. PRINCIPAL SOURCES OF INFORMATION	ADI: 1981	4. FEASIBILITY AND EIRR FIRR	
Conditions and Development Impacts: Condition: Agricultural benefit is estimated as a difference of both benefits accrued under with and without conditions. In addition, irrigation water supply to lower basin and drinking water supply to lower basin and drinking water supply to the Lom Sak municipality are assessed as a direct benefit from the project. Total M/M 72.48 Inpam 21.06 Field 51.42 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY 2. EXPENDITURE To undertake on-the-job training of the government's officials in the course of the survey and study. To undertake on-the-job training of the government's officials in the course of the survey and study.		13.98	
Conditions and Development Impacts: Condition: Agricultural benefit is estimated as a difference of both benefits accrued under with and without conditions. No. of Members 34 Period Aug. 1981 - Mar. 1983 (20 months) Total M/M 72.48 Japan 21.06 Field 51.42 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY 5. TECHINCAL TRANSFER Total 188,810 (¥'000) To undertake on-the-job training of the government's officials in the course of the survey and study.	Nippon Koei Co.,Ltd. Chuo Kaihatsu Corporation	Feasibility: Yes	
Agricultural benefit is estimated as a difference of both benefits accrued under with and without conditions. No. of Members 34 Period Aug.1981 - Mar.1983 (20 months) Total M/M 72.48	one nativated corporation		
No. of Members 34 Period Aug.1981 - Mar.1983 (20 months) Total M/M 72.48 Japan 21.06 Field 51.42 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY 5. TECHINCAL TRANSFER Total 188,810 (¥'000) Denerits accrued under with and without conditions. In addition, irrigation water supply to lower basin and drinking water supply to the Lom Sak municipality are assessed as a direct benefit from the project. Development Impacts: 1) Increase of agricultural production 2) Rasing of the living standard of the regional inhabitants 3) Supplemental water supply to urban area 5. TECHINCAL TRANSFER To undertake on-the-job training of the government's officials in the course of the survey and study.			
Period Aug.1981 - Mar.1983 (20 months) Total M/M 72.48	10. STUDY TEAM	Denerits accrued under with and without conditions	
Total M/M 72.48 Japan 21.06 Field 51.42 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY 2. EXPENDITURE Total 188,810 (¥'000) Development Impacts: 1) Increase of agricultural production 2) Rasing of the living standard of the regional inhabitants 3) Supplemental water supply to urban area 3. PRINCIPAL SOURCES OF INFORMATION To undertake on-the-job training of the government's officials in the course of the survey and study.		drinking water supply to the low sak municipality are account	2 MAJOR BEASONS COD DECEMENT COLUMN
1 Increase of agricultural production 2 Rasing of the living standard of the regional inhabitants 3 Supplemental water supply to urban area 3 PRINCIPAL SOURCES OF INFORMATION	Aug.1981 ~ Mar.1983 (20 months)	as a direct benefit from the project	Z. III BOX REAGONG FOX FRESENT STATUS
21. ASSOCIATED AND/OR SUBCONTRACIED STUDY 22. Rasing of the living standard of the regional inhabitants 33. Supplemental water supply to urban area 34. ASSOCIATED AND/OR SUBCONTRACIED STUDY 35. TECHINCAL TRANSFER 26. EXPENDITURE To undertake on-the-job training of the government's officials in the course of the survey and study.	그 씨는 사람이 가는 그를 보는 것이 되었다. 그는 그를 모르는 것이 되었다.	1) Increase of agricultural production	
SUBCONTRACTED STUDY 5. TECHINCAL TRANSFER 7. Total 188,810 (¥'000) Total 188,810 (¥'000) 3. PRINCIPAL SOURCES OF INFORMATION (1) In the course of the survey and study.	Field 51.42	2) Rasing of the living standard of the regional inhabitants 3) Supplemental water supply to urban area	
5. TECHINCAL TRANSFER 2. EXPENDITURE To undertake on-the-job training of the government's officials in the course of the survey and study. Total 188,810 (¥'000) 3. PRINCIPAL SOURCES OF INFORMATION (1)	11. ASSOCIATED AND/OR	The supply to urban area	
2. EXPENDITURE To undertake on-the-job training of the government's officials in the course of the survey and study. 188,810 (¥'000)	SUBCONTRACTED STUDY		
2. EXPENDITURE To undertake on-the-job training of the government's officials in the course of the survey and study. 188,810 (¥'000)			
2. EXPENDITURE To undertake on-the-job training of the government's officials in the course of the survey and study. 188,810 (¥'000)		5 TECHNICAL TRANSFORM	2 DDINGIDAL COURGES OF INTONICES
Total 188,810 (¥'000) in the course of the survey and study.	12 EXPENDITURE		
		To undertake on-the-job training of the government's officials in the course of the survey and study	①

March 1988

I. OUTLINE OF STUDY			Revised March 1992
A STATE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER, THE PERSON NAMED IN THE PERSON NAMED IN THE OWNER, THE PERSON NAMED IN		II. SUMMARY OF STUDY RESULTS	III. PRESENT STATUS OF STUDIED PROJECT
1. COUNTRY 2. NAME OF STUDY	Thailand	1.SITE OR AREA The Rama VI bridge and neighboring areas, northern Bangkok	1. PRSENT Completed or in Promoting STATUS Completed Completed
Rama VI Bridge Rehabil	itation Project	2. PROJECT COSTS (US\$1=26 Bahts) Total Cost Local Cost Foreign Cost 1) 1,353 1,353	O Implementing Delayed or Suspended O Processing Discontinued or Cancelled
3. SECTOR		- (US\$1,000) 2) 1,353 1,353 1,353 142	(Description)
Transportation/ Railwa	Y - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	3. CONTENTS OF MAJOR PROJECT(S) (1) Survey to confirm present status riverbed scouring; Geological survey;	Short-term plan * Completed with domestic funds the purpose of the
4. REFERENCE NO.		Vibration survey	project was tentatively attained. * Repair work on bridge piers and shoe resetting were
5. TYPE OF STUDY	D/D	(2) Analysis of causes of deformation (3) Study on repair policies (4) Basic design	implemented and the restriction on train speed lifted.
6. COUNTERPART AGENCY		(5) Study on construction methods	Long-term plan
State Railway of Thail	and	(6) Approximate calculation of costs (7) Detailed design (8) Proparation of calculation sheets for work execution (9) Cost estimation	* Double-tracking has not yet started due to its relation with a new road bridge. However, it seems that the State Railway of Thailand has started to make budgets are recommended.
7. OBJECTIVES OF STUDY		(10) Preparation of specifications	has started to make budgetary arrangements to repair the Rama VI Bridge and double-track it, in order to
D/D and cost estimatio bidding documents on t the Rama VI bridge,whi	n, etc., for preparing he rehabilitaion of	cost 1) above is far bridge piers and cost 2) for shoe resetting	implement the double-tracking after construction of the New Rama Bridge that is now under way.
collapse	ch was in danger of	Implementation Period: 1) 10 months 2) 3 months	
8. DATE OF S/W	Mar.1981	4. FEASIBILITY AND EIRR FIRR	
9. CONSULTANT(S)		ITS ASSUMPTIONS	
Japan Railway Technical	Service	Feasibility:	
		Conditions and Development Impacts: In the short term, the current restrictions on large rolling stock and train speed are to be continued.	
10. STUDY TEAM No. of Members 18		In the long term, such measures as the repairing of bridge piers and shoe resetting are to be implemented.	
	2 - Dec.1982 (11 months)		2. MAJOR REASONS FOR PRESENT STATUS
Total M/M 46.54 Japan 35,50 Field 11.04)		
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY			
-Survey by divers -Vibration survey -Excavation survey on brid	ige piers		4 PRINCIPAL GOVERNMENT
-Riverbed survey (by ship)		5. TECHINCAL TRANSFER	3. PRINCIPAL SOURCES OF INFORMATION
12. EXPENDITURE Total Contracted	87,560 (¥'000) 81,093	OJT and JICA training program for counterparts Employment of local consultants	①

ASE THA/S 404 /82				Revised March 1992
I. OUTLINE	OF STUDY	II. SUMMARY OF STUDY RESULTS	III. PRESENT STATUS OF ST	UDIED PROJECT
1. COUNTRY	Thailand	1. SITE OR AREA	1. PRSENT Completed or in Progress	Promoting
2. NAME OF STUDY		Eastern Coastal Zone of Thailand between Dok Krai a Mab Ta Pud	nd STATUS in Progress Completed	
Dok Krai - Mab Ta Pud Wa Project in the East Coas		2. PROJECT COSTS (US\$1=230Yen=23B) Total Cost Local Cost Foreign Cost 39,214 13,026 26,1	0.0	Delayed or Suspended Discontinued or Cancelled
3, SECTOR		(US\$1,000) 2) 3)	(Description)	
Social Infrastructures/ Development	Water Resource	3. CONTENTS OF MAJOR PROJECT(S) Nong Pla Lai Dam: 200MCM	Date of completion of detail design: Date of conclusion of L/A of the requ	•
4. REFERENCE NO.		Pipeline: 27.6 km	<pre>loan granted by the Japanese Govern (320 million yen);</pre>	Jul. 1982
5. TYPE OF STUDY	D/D	Irrigation Water Drainage System: 3,650 ha	Date of completion: Date of commencement of service:	Jun. 1984 Sep. 1983
6. COUNTERPART AGENCY				
Royal Irrigation Department(RID)				
7. OBJECTIVES OF STUDY				
Executive design for corpipeline between Dok Kra Ta Pud	nstruction of ai reservoir and Mab	Implementation Period: Mar. 1983 - Aug. 1984		· · · · · · · · · · · · · · · · · · ·
		Implementation Period: Mar. 1983 - Aug. 1984		
	Oct.1980	4. FEASIBILITY AND EIRR FIRR ITS ASSUMPTIONS 11 24		
9. CONSULTANT(S)		11120		
CTI Engineering Co., Ltd Sanyu Consultants Inc.	l .	Feasibility: Yes		
		Conditions and Development Impacts: After deducting tax, insurance subsidy and indemnity from the construction cost reckoned on the preliminary design as the		
10. STUDY TEAM		basis. Regional development of the eastern coastal zone is anticipat		
No. of Members 22 Period Nov. 1981	- Aug.1982 (10 months)	by the supply of municipal, industrial and irrigation water.	2. MAJOR REASONS FOR PRESENT STATU	IS
Total M/M 87.0 Japan 39.0 Field 48.0 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY Survey Geological Survey	rage 1702 (10 months)		 (1) High degree of priority: The indu of the east coast region was the project of the Government of Thai (2) RID was directly commissioned by Minister to pushing forward of th 	No.1 priority land the Prime
antisely decited to a survey				
		5. TECHINCAL TRANSFER	3. PRINCIPAL SOURCES OF INFORMATION	N
12. EXPENDITURE		OJT and JICA training program for counterparts	①	•
Total Contracted	223,594 (¥'000) 206,221			+ s

PROJECT SUMMARY (Basic Study)

Compiled Revised March 1990 March 1992

I. OUTLINE C	F STUDY	II. SUM	MARY OF STUDY RESULTS	III. PRESENT STATUS OF USE OF STUDY RESULT		
1. COUNTRY T	hailand	1. SITE OR AREA	1945-1945 (Andrewskie) Aberly 1945 (Andrewskie) in the since entering in growing any consistent with the height project for common and believe in page	1. PRSENT	In Progress or In Use	
2. NAME OF STUDY		Two camps for Lao part of Thailand	tian refugees in the northeastern	STATUS	☐ Delayed	
Water Supply Project to Persons: Nakhon Phanom Ca Camp	Laotian Displaced amp and Pak Chom	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost Local Cost Foreign Cost	(Description)	☐ Discontinued	
3. SECTOR		(US\$1,000)	1)	After th	e completion of the study, th	e proposed tube
Social Infrastructures/ W Development	Vater Resource	3. MAJOR PROJECT(S)	PROPOSED	weits weie	constructed by the Japanese g	rant aid.
I. REFERENCE NO.		1st phase study:				
S. TYPE OF STUDY	Basic Study	boring at 4 sit	er survey at Nakhon Phanom Camp (test es and identification of 2 sites for	·		
COUNTERPART AGENCY		2nd phase study: Underground wat	er survey at Pak Chom Camp (test es and identification of 2 sites for	;		
OBJECTIVES OF STUDY urvey of underground wat	er resources					
DATE OF S/W		4. CONDITIONS AND E	DEVELOPMENT IMPACTS			
O.CONSULTANT(S) Japan Engineering Consult	ants, Inc.	The project will sup	ply potable water for Laotian refugees akhon Phanom and 50,000 persons at Pak			
D. STUDY TEAM						·
No. of Members 8 Period Feb.1982 -	Nov.1982 (10 months)			2. MAJOR REA	ASONS FOR PRESENT STATUS	
Total M/M 36,66 Japan 2,96 Field 33,70						
. ASSOCIATED AND/OR SUBCONTRACTED STUDY	:					
		5. TECHINCAL TRANSI		3 PRINCIPAL	SOURCES OF INFORMATION	
EXPENDITURE			.	①	SOURCES OF INFORMATION	
Total Contracted	100,465 (¥'000) 98,916					

ASE THA/S 501/82

I. OUTLINE OF STUDY	II. SUMMARY OF STUDY RESULTS	III. PRESENT STATUS OF USE OF STUDY RESULTS		
1. COUNTRY Thailand	1. SITE OR AREA			
2. NAME OF STUDY	16 changwats of the Northeastern Region (169,000 sq.km)	1, PRSENT In Progress or In Use STATUS Delayed		
Road Development in the Northeastern Region	2. COSTS OF (US\$1=23B) PROPOSED PLAN OR MAJOR PROJECTS Total Cost Local Cost Foreign Cost	Discontinued (Description)		
3. SECTOR	(US\$1,000) 1) 55,200	Based on the recommendations of the study, a feasibility		
Transportation/ Road	3. MAJOR PROJECT(S) PROPOSED	study was subsequently undertaken on 15 routes for new construction and improvement (502.1km) and 8 routes for rehabilitation (90km).		
4. REFERENCE NO.	The study proposed the following priority projects.	l·		
5. TYPE OF STUDY M/P	- New construction and improvement 18 routes (666.9km) - Rehabilitation 25 routes (468.0km)			
6. COUNTERPART AGENCY				
Dept. of Highways, Ministry of Communications				
7. OBJECTIVES OF STUDY				
Formulation of a master plan for road development in the Northeastern Region				
8. DATE OF S/W Nov. 1981	4. CONDITIONS AND DEVELOPMENT IMPACTS			
9. CONSULTANT(S) Nippon Koei Co., Ltd. and Katahira & Engineers International	Development impacts: 1) Narrowing of regional disparities 2) Stimulation of agricultural production 3) Development in poorer areas Social impacts:			
10. STUDY TEAM	Alleviation of social and political isolation Improvement of health services			
No. of Members 11 Period Mar. 1982 - Mar. 1983 (12 months)	3) Improvement of education 4) Reduction of income disparities	2. MAJOR REASONS FOR PRESENT STATUS		
Total M/M 79.2 Japan 14.6 Field 64.6				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY				
	5. TECHINCAL TRANSFER			
	1) OJT of the methods for selecting priority roads and for	3. PRINCIPAL SOURCES OF INFORMATION		
2. EXPENDITURE Total 224, 974 (¥'000) Contracted 216, 437	measuring social impacts 2) Participation of 2 counterparts in the JICA training program	①		

March 1986

I. OUTLIN	E OF STUDY	II. SUMMA	ARY OF STUDY RESULTS	III. PRESE	NT STATUS OF USE OF	CTIINV DECII TO
1. COUNTRY	Thailand	1. SITE OR AREA	and the state of t			OLONI VESOLIS
2. NAME OF STUDY		Coastal area, Layon	Province	1. PRSENT	In Progress or In Use Delayed	
Development Project of on the Eastern Seaboar	f the Industrial Port rd	2. COSTS OF PROPOSED PLAN OR	(US\$1=240Yen)	STATUS	Delayed Discontinued	
		MAJOR PROJECTS	Total Cost Local Cost Foreign Cost	(Description)		
3. SECTOR		(US\$1,000) 1)	888,220 570,800 56,560	It has been	included in the national de	evelopment plan.
Transportation/ Port		3. MAJOR PROJECT(S) PR	OPOSED	NOW IT IS A	Detailed Design Phase.	
4. REFERENCE NO.		Development of Layon Pr Port, Residential Area.	ovince, Composed of Industrial Base,			
5. TYPE OF STUDY	M/P+(F/S)	Master Plan (year 2000):				
6. COUNTERPART AGENCY		Industrial development	Gas separation plant,			
Industrial Estate Auth Port Authority of Thai	ority of Thailand, land	Port Development Urban Plan	Soda Ash complex, etc 45 berths, Break water New Town 575 ha	4 7 7		
7. OBJECTIVES OF STUDY		Relevant Infrastructur	Population = 71,500 e Road,Railway,Water Supply			
Development of Eastern natural gas	Seabord utilizing	in the state of th	Sewerage, Waste treatment, etc.		•	•
		Short Term Development: (1) Soda Ash Fertilize (2) 13 berths (3) New Town 131 ha	r, Petro Chemical			
8. DATE OF S/W	May 1982	4. CONDITIONS AND DEV	ELOPMENT IMPACTS			
9. CONSULTANT(S)			dustry at Eastern Seaboard Development			
Overseas Coastal Area of Japan Kokusai Kogyo Co., Ltd		and contribute to the edemployment.	conomic growth of the nation and			
10. STUDY TEAM						
No. of Members 9 Period Jul. 198	2 - Nov.1983 (17 months)			2. MAJOR REA	SONS FOR PRESENT STATUS	
			Ţ.			
Total M/M 65.3 Japan 36.0				$\{ \{ x_i \in \mathcal{X}_i \mid x_i \in \mathcal{X}_i \mid 1 \leq i \leq n \} \}$		
Field 28.77	1					
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY						
Geological survey						
		5. TECHINCAL TRANSFER				
		Giving lecture on method estates.	s for Planning Ports and Industrial	3. PRINCIPAL S	OURCES OF INFORMATION	
12. EXPENDITURE Total	430.040.			①		
Contracted	412,019 (¥'000) 411,680					

PROJECT SUMMARY (M/P + F/S)

I. OUTLINE OF STUDY	II. SUMMARY OF STUDY RESULTS	III. PRESENT STATUS OF STUDIED PROJECT
I. COUNTRY Thailand	1. SITE OR AREA	1. PRSENT Completed or Promoting
2. NAME OF STUDY	Coastal Area, Layon Province	STATUS Completed
Development Project of the Industrial Port	2 PROJECT COSTS (US\$1=239,2Yen)	Implementing Delayed or Suspended
on one pascern seaboard	2. PROJECT COSTS (US\$1=239.2Yen) Total Cost Local Cost Foreign Cost	Processing Discontinued or Cancelled
	1) 1,808,940 668,491 (US\$1,000) 2)	(Description)
3. SECTOR	3)	
Transportation/ Port	3. CONTENTS OF MAJOR PROJECT(S)	Sep.1983 OECF E/S loan (1,720 million yen) Sep.1984 OECF loan on Maptaput Industrial Port (5.610
I. REFERENCE NO.	Urgent Plan:	million yen)
	Project Components Scale of development Industrial Estate Area 410 ha, Quay wall 820 m	Oct.1985 OECF loan on Maptaput Industrial Port (16,050 million yen) and Industrial Estate (3,207 million
14427.170	Public Port area Quay Wall 850m, wharf 280 m Breakwater 3,000 m	yen)
6. COUNTERPART AGENCY	Urban Area Area 157 ha	Oct.1985 D/D on Maptaput Port completed Jan.1986 D/D on Industrial Estate completed
Industrial Estate Authority of Thailand, Port Authority of Thailand	Railway 23.6 km	Dec.1987 Construction of the Industrial Estate commenced Nov.1988 OECF loan on Satahip-Maptaput Railway (3,002
OBJECTIVES OF STUDY	1) Industrial Port 2) Industrial Estate	million yen)
	27 Industrial Estate	
Sstablishing the Master Plan for Maptaput Port as an Industrial Port.		
	Implementation Period: Jan. 1984 - Dec. 1987	-
DATE OF S/W May 1982	4. FEASIBILITY AND EIRR FIRR	4
CONSULTANT(S)	4. FEASIBILITY AND EIRR FIRR ITS ASSUMPTIONS	
verseas Coastal Area Development Institute	Feasibility: Yes 1)4.48%	
f Japan okusai Kogyo Co., Ltd.	Conditions and Development Impacts:	
oxusar nogyo co., Ecq.	Conditions of Cargo Forecast:	
O. STUDY TEAM	1986 GDP = 4,350 A Bahts 2000 GDP = 11,200 A Bahts	
No. of Members 9	Conditions of Industrial Development:	2 MAJOR REAGONG FOR PREGENTS OF LYING
Period Jul.1982 - Nov.1983 (17 months)	GNP Growth (1981 - 1986) 6.6% per annum Manufacturing sector growth 7.6% per annum	2. MAJOR REASONS FOR PRESENT STATUS
Total M/M 65.31	Export oriented Industry 15.0% per annum The effect:	 To formulate the core of development High priority in Thailand National Plan
Japan 36.6	To be the core of Heavy industrial development in	(2) High priority in Thailand National Plan
Field 28.71 ASSOCIATED AND/OR	Eastern Seaboard Development Plan.	
SUBCONTRACTED STUDY		
	5. TECHINCAL TRANSFER	3. PRINCIPAL SOURCES OF INFORMATION
. EXPENDITURE	Giving lecture on methods for Planning Ports and Industrial	1
Total 412,019 (¥'000) Contracted 411,680	Estates	
和名 東部工業港開発計画		{F/S, (M/P)+F/S, D/D}
	-414-	

March 1986 March 1992

I. OUTLINE OF STUDY	II. SUMMARY OF STUDY RESULTS	III. PRESENT STATUS OF STUDIED PROJECT
1. COUNTRY Thailand	1. SITE OR AREA	Consisted or
2. NAME OF STUDY	Chonburi	1. PRSENT in Progress Promoting
Nong Kho - Leam Chabang Water Pipeline		STATUS Completed Implementing Delayed or Suspended
Project	2. PROJECT COSTS (US\$1=230Yen=23B)	O Processing Discontinued or Cancelled
	Total Cost Local Cost Foreign Cost 1) 16,300 7,100	
3. SECTOR	(US\$1,000) 2)	(Description)
Public Utilities/ Water Supply	2 CONTENTS OF MAJOR PROJECTED	1984 Sep. OECF E/S loan agreement (144 million yen)
	3. CONTENTS OF MAJOR PROJECT(S) Pipeline (metal pipe, diameter 1,000mm, 14.4km)	1985 Oct. OECF loan agreement (1,363 million yen) 1987 May Construction commenced
4. REFERENCE NO.	The third pipe, disheter 1,000hun, 14.4km	1988 Dec. Construction completed
5. TYPE OF STUDY F/S		
6. COUNTERPART AGENCY		
Public Works Dept., Ministry of Interior		
7. OBJECTIVES OF STUDY		
·		
·	Implementation Period: 1987 - 1988	
8. DATE OF S/W Jul. 1983	4. FEASIBILITY AND EIRR FIRR	
9. CONSULTANT(S)	ITS ASSUMPTIONS 11.6% 9.6%	
Nippon Koei Co., Ltd. and Nikken Consultants, Inc.	Feasibility:	
constitutes, the.	Conditions and Development Impacts:	
	The demand for water was projected for 1995 and 2001. The existing reservoir will not be able to satisfy the	
10. STUDY TEAM	projected demand, and water must be conveyed by the	
No. of Members 7	pipeline from outside the area. The project is indispensable for the industrial and urban	2. MAJOR REASONS FOR PRESENT STATUS
Period Aug.1983 - Mar.1984 (7 months)	development in the area.	1) Large impact: the industrial development at the Laem
Total M/M 31.00		Chabang area is dependent on this project.
Japan 13.33 Field 17.67		Close linkage with other projects: development in Laem Chabang and the source of water
11. ASSOCIATED AND/OR		3) High priority 4) Strength of the executing agency: strong support by NESDB
SUBCONTRACTED STUDY		4) Screngen of the executing agency: scrong support by NESDB
	5. TECHINCAL TRANSFER	3. PRINCIPAL SOURCES OF INFORMATION
12. EXPENDITURE	1) On-the-job training during the study	①
Total 75,218 (¥'000)	Acceptance of counterparts for the training in Japan	
Contracted 78,467		

Compiled March 1986 ASE THA/S 312/83 March 1992 I. OUTLINE OF STUDY II. SUMMARY OF STUDY RESULTS III. PRESENT STATUS OF STUDIED PROJECT 1. COUNTRY 1. SITE OR AREA Completed or Thailand Promoting 1. PRSENT Greater Bangkok in Progress 2. NAME OF STUDY **STATUS** O Completed Second Stage Expressway System in the Delayed or Suspended O Implementing Greater Bangkok (US\$1=260Yen) 2. PROJECT COSTS O Processing Discontinued or Cancelled Total Cost Local Cost Foreign Cost 1) 645,800 391,200 (Description) (US\$1,000) 2) 3. SECTOR 3) Transportation/ Road D/D of the Second Expressway was undertaken by a consortium 3. CONTENTS OF MAJOR PROJECT(S) of 5 consulting firms. -North-South Route running from chaeng Wattana to an 4. REFERENCE NO. interchange at Bang Khlo In September 1988, ETA decided to implement the project -West-East Route running from an interchange at Phaya Thai to with the private sector investment and the contract was 5. TYPE OF STUDY F/S Sri Nakaim Road granted to the Bangkok Expressway Consortium in December of -Toll elevated expressway (Total length: 31.8km) the same year. ETA allowed one year for the acquisition of 6. COUNTERPART AGENCY right of way. Expressway and Rapid Transit Authority (ETA) 7. OBJECTIVES OF STUDY Road planning Implementation Period: 1987 - 1995 8. DATE OF S/W 4. FEASIBILITY AND Mar.1982 EIRR FIRR ITS ASSUMPTIONS 9. CONSULTANT(S) 17.0% 12.0% Feasibility: Yes Pacific Consultants International Conditions and Development Impacts: Condition: Puture traffic volume was forecasted for the 10. STUDY TEAM targetted year 1990,2000,2010 on the basis of O-D survey made by home interviews. No. of Members 16 2. MAJOR REASONS FOR PRESENT STATUS Period May 1982 - Nov.1983 (18 months) Development Impact: Traffic congestion in the city is expected to be (1) Effectiveness: Speeding up of vehicles Total M/M 60.17 alleviated. Japan 8.66 (2) Priority: Traffic volume of the First Stage Field 51.51 exceeded the anticipated figure; therefore, toll revenue 11. ASSOCIATED AND/OR will increase and priority of Second Stage is high. SUBCONTRACTED STUDY (3) Strong support to promote this project Topographic survey Geological survey Traffic survey 3. PRINCIPAL SOURCES OF INFORMATION 5. TECHINCAL TRANSFER 12. EXPENDITURE (1) Overseas training for 2 counterpart staff (I)

和名 バンコック高速道路建設計画

Contracted

260,230 (¥'000)

250,242

 $\{F/S, (M/P)+F/S, D/D\}$

(2) Employment of local consultants for topographic and geological survey

ASE THA/S 310/83		PROJECT SUMMARY (F/S)	Compiled March 1990 Revised March 1992
I. OUTLINE OF ST	rudy	II. SUMMARY OF STUDY RESULTS III. PRESENT STATUS	OF STUDIED PROJECT
1. COUNTRY Thail	and	1. SITE OR AREA	
2. NAME OF STUDY		Eastern seaboard (Rayong and Chonburi changwats)	Promoting
East Coast Water Resources Dev (Phase II)	velopment	2. PROJECT COSTS (US\$1=23Baht s) Completed Implementing Processing	Delayed or Suspended Discontinued or Cancelled
3. SECTOR		(US\$1,000) 2) 198,260 82,608 (Description) 3) 69,130 17,391	
Social Infrastructures/ Water Development	Resource	3. CONTENTS OF MAJOR PROJECT(S) - (b) of 2): OECF E/S loan agree (204 million yen)	
4. REFERENCE NO.		(a) Multi-purpose dam (h.425.m): (b) canal connecting the	e completion of the F/S.
5. TYPE OF STUDY F/S		dam and Chonburi; (c) irrigation and drainage (6,600ha) 2) Klong Yay:	
6. COUNTERPART AGENCY		(a) Multi-purpose dam (h.42.5m); (b) canal connecting Nong Pla	
Royal Irrigation and Drainage	Dept.	Lai Dam and Nong Kho Dam; (c) irrigation and drainage (7,700ha) 3) Klong Tap Mah:	
7. OBJECTIVES OF STUDY		(a)Multi-purpose dam (h. 28.9m); (b)irrigation and drainage	
Feasibility analysis of three	dams		
	!	Implementation Period: 1984 - 1996	
<u> </u>	·		•
8. DATE OF S/W Feb. 198	32	4. FEASIBILITY AND EIRR FIRR	
9. CONSULTANT(S)		ITS ASSUMPTIONS 1) 16.1%	
Nippon Koei Co., Ltd. and Nikk Consultants, Inc.	en	Feasibility: Yes 2) 15.0% 3) 12.1%	
:		Conditions and Development Impacts: Benefits of the projects are estimated as follows.	
10. STUDY TEAM		(Unit: million Bahts)	
No. of Members 12 Period Jul. 1982 - Mar. 19	983 (9 months)	Water Demand Agri. Dev. Flood Control Total 1) 423.3 180.7 49.8 653.8 2) 793.6 198.2 57.2 1,049.0 2. MAJOR REASONS FOR PRESENT:	STATUS
Total M/M Japan		2)	Management California
Field			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY			
	ŀ	5. TECHINCAL TRANSFER 3. PRINCIPAL SOURCES OF INFORM	ATION
12. EXPENDITURE		<u> </u>	
Total 184, 2 Contracted 173, 9	263 (¥'000) 923		

和名 東部水資源開発計画 (フェーズII)

{F/S, (M/P)+F/S, D/D}

ASE THA/A 308/83 Compiled Mrach 1990 March 1992 I. OUTLINE OF STUDY II. SUMMARY OF STUDY RESULTS III. PRESENT STATUS OF STUDIED PROJECT 1. COUNTRY 1. SITE OR AREA Thailand Completed or 1. PRSENT Promoting Northern part of Thailand, Mae Chang River Basin 2. NAME OF STUDY in Progress **STATUS** O Completed Mae Chang Irrigation Project O Implementing Delayed or Suspended 2. PROJECT COSTS O Processing Discontinued or Cancelled Total Cost Local Cost Foreign Cost 44,000 22,000 22,000 (Description) (US\$1,000) 3. SECTOR 2) Agriculture/ General 3. CONTENTS OF MAJOR PROJECT(S) The project has been suspended because of the change in agricultural policy of Thai Government. Irrigation canal for new water resource development through 4. REFERENCE NO. construction of reservoir dam and deversion dam (main canal 51.3km, tributary canal 93.3km) 5. TYPE OF STUDY F/S 6. COUNTERPART AGENCY RID (Royal Irrigation Department), Ministry of Agriculture and Cooperatives 7. OBJECTIVES OF STUDY Feasibility study of the irrigation plan in Mae Chang area through the construction of a water storage dam Implementation Period: Apr.1984 - Apr.1992 8. DATE OF S/W 4. FEASIBILITY AND ITS ASSUMPTIONS Nov.1982 EIRR FIRR 9. CONSULTANT(S) 13.6% Feasibility: Sanyu Consultants Inc Taiyo Consultants Co., Ltd. Conditions and Development Impacts: Productivity of agriculture will be increased by water resource development through dam. 10. STUDY TEAM It will also increase all-year employment opportunities, and stabilize agricultural production through improvement of living No. of Members 13 environment, which will heighten farmers' living standard in 2. MAJOR REASONS FOR PRESENT STATUS Period Jan.1983 - Jan.1984 (13 months) project site and surrounding areas. Countermeasure to 25 families which will be sunk in water in Total M/M 69.11 the River Basin. 34.81 Japan 34.30 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY 3. PRINCIPAL SOURCES OF INFORMATION 5. TECHINCAL TRANSFER 12. EXPENDITURE To Thai counterparts assigned through the survey 0 186,107 (¥'000) Total

和名 メチャンかんがい農業開発計画

Contracted

141,808

 $\{F/S, (M/P)+F/S, D/D\}$

I. OUTLINE OF STUDY		THE CHARMAN TOWN ON CONTINUE	Revised March 1992
1. COUNTRY	Thailand	II. SUMMARY OF STUDY RESULTS 1. SITE OR AREA	III. PRESENT STATUS OF USE OF STUDY RESULTS
2. NAME OF STUDY		Upper part of the Southern Region (pop.1.1 million)	1. PRSENT In Progress or In Use
Sub-Regional Develop Southern Part	ment of the Upper	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS Total Cost Local Cost Foreign Cost	STATUS Delayed Discontinued (Description)
3. SECTOR		(US\$1,000) 1) 1,055,304	1) After the completion of the study, ADB reviewed 10 high
Development Plan/ Ind Development Plan	tegrated Regional	3. MAJOR PROJECT(S) PROPOSED	2) The Southern Seaboard Development Committee (chaired by
4. REFERENCE NO.		The study proposed 10 high priority projects at the total	the Prime Minister) was established in 1989. Under the purview of this Committee, a study on the development
5. TYPE OF STUDY	M/P	cost of 24,272 million baht. 1) Surat Thani Industrial Estate 2) Physet Airport Industrial Estate	or southern Thailand is being implemented, including the East-West Link, the Krabi Oil Refinery and
6. COUNTERPART AGENC		Phuket Airport Industrial Estate and Export Processing Zone Bast-West Link	Pipeline, and the Khanom Deep-sea Port, with World Bank finance.
National Economic and Board (NESDB)	Social Development	4) Surat Thani International Port (Khanom Deep-sea Port)5) Krabi Oil Refinery and Pipeline6) Phuket Urban Development	3) With JICA technical assistance, the Tourism Authority of Thailand implemented a master plan study on tourism in Southern Thailand (1988).
7. OBJECTIVES OF STUDY		7) Surat Thani Urban Development 8) Central Lowland Development	4) With JICA technical assistance, the Dept of Highways
Formulation of a regithrough 2000	onal development plan	9) Tapi-Phum Duang River Management 10) Phuket Water Supply	master plan study on the road network (the East-West Link) in Southern Thailand
		Note: The cost shown above pertains to the ten high priority projects.	5) The Electricity Generating Authority of Thailand is making preparations for a study on the Kaen Krung Dam proposed ad part of the Tapi-Phum Duang River
8. DATE OF S/W	Nov.1982	4. CONDITIONS AND DEVELOPMENT IMPACTS	Management, but the problem of relocation is yet unsolved.
9. CONSULTANT(S)			 Unilever and other private enterprises have been active in the Central Lowland Development.
International Develop and Pacific Consultan	ment Center of Japan, ts International	Development impacts: 1) Lessening of the concentration of economic activities in Greater Bangkok and more decentralized economic growth 2) Agricultural development (agricultural land development of unutilized or underutilized land and increase of	de la constant de la
10. STUDY TEAM		agricultural exports)	
No. of Members 26		3) Industrial development (Sophistication of processing industries)	
Period Mar.19	83 - Mar.1985 (24 months)	4) Tourism development (beach resorts, etc.) 5) Energy development (hydro-power, thermal power (coal),	2. MAJOR REASONS FOR PRESENT STATUS
Total M/M 157 Japan 20 Field 136	.7	refining of Middle East petroleum) 6) Development of two urban cores (Surat Thani and Phuket)	
II. ASSOCIATED AND/OR SUBCONTRACTED STUDY			
		5. TECHINCAL TRANSFER	
2. EXPENDITURE		Participation of counterparts in the JICA training program OJT for the counterparts through joint work	3. PRINCIPAL SOURCES OF INFORMATION
Total Contracted	431,827 (¥'000) 416,274	Souncerpares through joint work	(1)
和夕 南方人业或业绩公人	BQ 76 A1 -C		

Y OFFICE VALUE					The same of the sa			Kevised	March 1992
	E OF STUDY		MARY OF STUDY RESU	LTS	III. PRESE	ENT STATUS OF	USE OF	STUDY	RESULTS
1. COUNTRY	Thailand	1. SITE OR AREA			1. PRSENT	In Progress o			<u> </u>
2. NAME OF STUDY		Laem Chabang Coas Bangkok	tal Area, some 120km sou	theast of	STATUS	☐ Delayed			
Development Project of Area	. Leam Chabang Coastal	2. COSTS OF PROPOSED PLAN OR	(US\$1=23B)	VIII.		Discontinued			
	· · · · · · · · · · · · · · · · · · ·	MAJOR PROJECTS	Total Cost Local Cos	t Foreign Cost	(Description)) .			
3. SECTOR		(US\$1,000)	1) 397,000 214,0 2) 1.051.000	. •	With the p	provision of OECF loan	n, the fo	llowing pr	ojects have
Development Plan/ Inte Development Plan	grated Regional	3. MAJOR PROJECT(S)			been imple Laem Cha ditto	mented: bang Port Development		(4.2 b111i	on yen)
4. REFERENCE NO.		1) Industrial Develo	pment		ditto	4	(III) (12.3 billi (6.4 billi	on yen) on veni
5. TYPE OF STUDY	M/P+(F/S)	Port Development Urban Development		i	Estate	bang Industrial Development		(2.9 billi	
6. COUNTERPART AGENCY		 Transport Plannin Utility Developme 	nt		ditto		(11)	(3.0 billi	on yen)
Industrial Estate Autho	ority of Thailand	(Water supply, s	ewerage system, drainage syst	tem, solid mmunication					
7. OBJECTIVES OF STUDY			T and the property						
Formulation of a master 2000) for the developme Area and feasibility ar short-term plan (target	ent of Laem Chabang								
8. DATE OF S/W	Sep.1983	4 COMPETIONS AND D	STERN ODD FOR THE ALL O		÷				
9. CONSULTANT(S)	Gep. 1905		EVELOPMENT IMPACTS						
Nippon Koei Co., Ltd.		 Creation of employ Increase in foreig Development of the 	in exchange earning				:		
									* *
10. STUDY TEAM					<u> </u>				İ
No. of Members 11 Period Jan. 1984	l - Mar 1985 (15 months)				2. MAJOR REA	ASONS FOR PRESENTS	STATUS		
Total M/M 65.33 Japan 36.60 Field 28.71					Priority was plan of Thai	given to the project land.	in the	national d	levelopment
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY									
	Ì	5. TECHINCAL TRANSI	ER						
		On-the-job training a	nd seminar		3. PRINCIPAL	SOURCES OF INFORM	ATION	·	
2. EXPENDITURE		N			(1)				
Total Contracted	255,314 (¥'000) 181,733					•			

March 1988 March 1992

I. OUTLIN	E OF STUDY	II. SUMMARY OF STUDY RESULTS	THE DESCRIPTION OF STREET AND ADDRESS OF STREET
1. COUNTRY	Thailand	1. SITE OR AREA	III. PRESENT STATUS OF STUDIED PROJECT
2. NAME OF STUDY		Laem Chabang (120km southeast of Bangkok)	1. PRSENT Completed or in Progress Promoting
Development Project o Area	f Leam Chabang Coastal	2. PROJECT COSTS (US\$1=23B) Total Cost Local Cost Foreign Cost 1) 397,000 214.000	STATUS Completed Implementing Delayed or Suspended Processing Discontinued or Cancelled
3. SECTOR		(US\$1,000) 2)	(Description)
Development Plan/ Into Development Plan	egrated Regional	3) 3. CONTENTS OF MAJOR PROJECT(S)	1985 Oct. OECF loan agreement on the industrial estate
4. REFERENCE NO.		Major components of the short-term development plan:	(2,922 million yen) 1987 Sep. OECF loan agreement on the industrial estate
5. TYPE OF STUDY	(M/P)+F/S	- Port Development 370ha	(3,003 million yen)
6. COUNTERPART AGENCY	1	- Housing Estate 130ha - Related infrastructure 22ha	
Industrial Estate Auth	<u>.</u> }		
7. OBJECTIVES OF STUDY			
Formulation of a maste development of Laem Ch feasibility analysis of	labang Area and	Implementation Period: 1985 - 1989	
8. DATE OF S/W	Sep.1983	4. FEASIBILITY AND EIRR FIRR	
9. CONSULTANT(S)		ITS ASSUMPTIONS 1) 19.2% 8.4%	
Nippon Koei Co., Ltd.		Feasibility: Yes 2) 4.8%	
		Conditions and Development Impacts: Conditions:	
10. STUDY TEAM No. of Members		EIRR: adjusted the price with the Standard Conversion Factor of 0.92; Benefits consist of value added in the industrial estate FIRR: Calculated for the investments and for entities in charge	
	4 - Mar.1985 (15 months)	of development (FIRR for the developing entity is calculated to be 8.0% for the industrial estate and 11% for the housing	2. MAJOR REASONS FOR PRESENT STATUS
Total M/M 65.3 Japan 36.6 Field 28.7 1. ASSOCIATED AND/OR SUBCONTRACTED STUDY	0	estate) Development impacts are creation of employment, increased foreign exchange earnings, and regional economic growth. Note: 1) EIRR and FIRR are for the industrial estate, and 2)FIRR for the housing estate.	1) Large impact: employment creation, increased foreign exchange, transfer of technology 2) High priority: one of the major projects to be implemented during the 5th development plan 3) close linkage with other projects 4) Strength of the executing Agency
		5. TECHINCAL TRANSFER	3. PRINCIPAL SOURCES OF INFORMATION
2. EXPENDITURE Total Contracted	255,314 (¥'000) 181,733		0

ASE THA/S 314 /84 Compiled March 1988 March 1992 I. OUTLINE OF STUDY II. SUMMARY OF STUDY RESULTS III. PRESENT STATUS OF STUDIED PROJECT 1. COUNTRY 1. SITE OR AREA Thailand Completed or 1. PRSENT Promoting 2. NAME OF STUDY Entire Bangkok Metropolitan Area in Progress STATUS O Completed Track Elevation Project of Existing Railway O Implementing Delayed or Suspended Lines in the Bangkok Metropolitan Area (US\$1=23B) 2. PROJECT COSTS Processing Discontinued or Cancelled Total Cost Local Cost Foreign Cost 1) 158,000 100,000 48,000 (Description) (US\$1,000) 3. SECTOR 21 3) Transportation/ Railway The State Railway of Thailand and the Ministry of 3. CONTENTS OF MAJOR PROJECT(S) Communications decided to implement the track elevation by Civil work US\$ 125 million the BOT system. SRT invited the private sector application 4. REFERENCE NO. Land procurement US\$ 2000 million in December 1988, but received no response. By offering Electric facilities 5. TYPE OF STUDY US\$ 30.9 million better access to the SRT-owned land, the invitation was F/S Rolling stock US\$ 68.6 million announced again in October 1989. In November 1990, SRT 6. COUNTERPART AGENCY signed the contract of 80 billion bahts (about 400 billion Track elevation will be mainly carried out in the following yen) with Hopewell of Hong Kong. State Railway of Thailand sections. In December 1991, the Hopewell Company decides to carry on -Bangkok Station - Bang Sue Station this project, therefore, it can be expected that the -Yoma Pot, Chit-La-Da Junction - Makkasan Station) 13 km construction of track elevation together with community 7. OBJECTIVES OF STUDY -Makkasan Station - Mae Nam Station train and freeway for the first phase along the Increasing the efficiency and ensuring the Yommaraj-Donmaung section for a distance of 18.8km shall be finished in year 1995. safety of train operation and elimination of traffic congestion at level crossings Implementation Period: 1984 - 1997 8. DATE OF S/W Jun.1983 4. FEASIBILITY AND EIRR FIRR ITS ASSUMPTIONS 9. CONSULTANT(S) 16% - 20% Feasibility: Japan Railway Technical Service Conditions and Development Impacts: (1) Preconditions 1) With/without analysis conducted 10. STUDY TEAM 2] Project life estimated to be 30 years 3] 1 baht = 10 yen No. of Members 13 4) As for the transfer of traffic, only that from 2. MAJOR REASONS FOR PRESENT STATUS Period Aug.1983 - Jul.1984 (11 months) buses was considered. (2) Development impacts Total M/M 53.27 1] Alleviation of traffic congestion at level Japan 36.19 crossings owing to track elevation. Field 17.08 2! Alleviation of road traffic congestion owing to 11. ASSOCIATED AND/OR passengers transferring from buses to the railway due to the latter's punctuality and faster speeds SUBCONTRACTED STUDY 3] Elimination of geographical separation and Geological and traffic volume surveys were promotion of urban facilities development owing to entrusted to a local consultant track elevation.

和名 バンコク首都圏国鉄高架化計画

Contracted

Total

144,855 (¥'000)

136,251

12. EXPENDITURE

 $\{F/S, (M/P)+F/S, D/D\}$

3. PRINCIPAL SOURCES OF INFORMATION

1

5. TECHINCAL TRANSFER

O-D tables.

(1) OJT: Technical guidance was provided to

counterparts on such matters as the preparation of

88,824

ASE THA/S 313/84		PROJECT SUMMARY (F/S)		Compiled March 1988 Revised March 1992	
I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS	III. PRESENT STATUS OF STUDIED PROJECT		
1. COUNTRY	Thailand	1. SITE OR AREA		DIED PROJECT	
2. NAME OF STUDY		the entire coastal areas	1. PRSENT Completed or in Progress	Promoting	
Comprehensive Developme	ent of Coastal		STATUS Completed		
Shipping	52 33d3 cd.	2. PROJECT COSTS (US\$1=251.1yen)	O Implementing O Processing	Delayed or Suspended	
		Total Cost Local Cost Foreign Cost 1) 528 516		Discontinued or Cancelled	
3. SECTOR		(US\$1,000) 2)	(Description)		
Transportation/ Marine	Transportation &	3)	Cusponded after the acceptant		
Ships		3. CONTENTS OF MAJOR PROJECT(S)	Suspended after the completion of the study.		
4. REFERENCE NO.		Present status of physical distribution and selection of major commodities for domestic shipping	A short-term expert (2 months) was s	ent in 1985 and 1986	
5. TYPE OF STUDY	F/S	2) Present status of the domestic shipping industry 3) Cargo throughputs and present facilities of regional	to give advice on the legislation on domestic shipping and its promotion. The project requires the government finance, and the		
6. COUNTERPART AGENCY		ports	implementation was suspended because so	me legislative	
Office of the Mercantil Commission, Ministry of	e Marine Promotion Communications	4) Present freight movements by transportation mode and the possibility of transfer from other modes to domestic shipping	improvement is necessary for reviewing the operation of domestic shipping companies.		
7. OBJECTIVES OF STUDY		5) Formulation of a development plan for the domestic shipping industry and regional ports			
Formulation of a comprehensive development plan for the coastal shipping and regional ports		6) Economic and financial analysis of the operations of domestic shipping and regional ports			
		Implementation Period: Jul. 1983 - Oct , 1984			
	Feb.1983	4. FEASIBILITY AND EIRR FIRR			
9. CONSULTANT(S)		ITS ASSUMPTIONS 19.7%			
Maritime International C Japan, and Overseas Coas	Cooperation Center of	Feasibility: No			
Institute of Japan	scar wies nevelobment	Conditions and Development Impacts:			
		1) For the shuttle service between Bangkok and Songkhla, a fleet of 7 general cargo boats (700 tons) will be suitable.			
10. STUDY TEAM		2) Institutional measures for domestic shipping:			
No. of Members 11		Legislation of the domestic shipping act; clear separation between international and domestic shipping; establishment	2. MAJOR REASONS FOR PRESENT STATUS		
Period Jul.1983 - Oct.1984 (16 months)		of the ship registry; introduction of the permit system on			
Total M/M 39.5		ship construction; submission of the operation reports 3) Measures for promoting domestic shipping:	1) Change of priority2) Problem of demand: difficulty of prov	diding transportation	
Japan 37.5 Field 2.0		Preferential treatment by the Investment Promotion Act; Fiscal incentives; simplification of freight documents	service with profit	ruring cransportation	
1. ASSOCIATED AND/OR SUBCONTRACTED STUDY		and improvement of customs procedures; establishment of the institutional finance to give soft long-term loans			
		5. TECHINCAL TRANSFER	3. PRINCIPAL SOURCES OF INFORMATION		
2. EXPENDITURE Total Contracted	219,015 (¥'000) 88,824	OJT on the operation of domestic shipping and ports Participation of the counterparts in the JICA training program	①		

和名 沿岸海運整備振興計画

Total Contracted

{F/S, (M/P)+F/S, D/D}

March 1990 March 1992

I. OUTLINE OF STUDY		II CUMBADY OF CHUNK DEGUL TO		TRACTION OF THE PROPERTY OF TH		
1. COUNTRY		II. SUMMARY OF STUDY RESULTS 1. SITE OR AREA		III. PRESENT STATUS OF STUDIED PROJECT		
	Thailand	NakhonRatchasima and BuriRam Province		1. PRSENT Completed or in Progress	Promoting	
2. NAME OF STUDY Lower Northeast Medium Scale Irrigation Package Project		part of Thailand	es, northeastern	STATUS O Completed		
		2 PROJECT COSTS Price in	1000	- Implementing	Delayed or Suspended	
110,100		2. PROJECT COSTS Price in Total Cost Local		O Processing	Discontinued or Cancelled	
	,	1) 58,874 28	Cost Foreign Cost ,131 30,743	(December 1)		
3. SECTOR		(US\$1,000) 2) 3)		(Description)		
Agriculture/ General		3. CONTENTS OF MAJOR PROJECT(S)		The construction of mid-size dam in Lam Plai Mat started		
		Lam Plai Nong	Hua i	in 1987 by Thai Government budget	and will complete in	
4. REFERENCE NO.		Mat Lam Puk	Phlu	1991. Small-scale dams in adjustment ar	eas and surrounding dame	
5. TYPE OF STUDY	F/S	Irrigation area 9,100 300	700	Will be implemented successively f	rom 1990 with Thai	
6. COUNTERPART AGENCY		Dam height 44.6m 12.0m	20m	Government budget.		
RID (Royal Irrigation	Donashmank) www.	pondage 90 MCM 4 MCM Diversion weir 1 site -	6 MCM			
of Agriculture and Coo	peratives	Canal irrigation 215km 13km	29km			
7. OBJECTIVES OF STUDY		drainage 45km -	1km			
] }					
Integrated agricultura the construction of a m	1 development through medium-size dam for					
irrigation and drinking water		Implementation Period:	·			
		imprementation Feriod:				
A 7.4						
8. DATE OF S/W	Dec.1982	TTC A CCHADTIONIC	FIRR			
9. CONSULTANT(S)		0.74-11.24				
Sanyu Consultants Inc. Naigai Engineering Co.,	Ltd.	Feasibility: Yes			<i>‡</i>	
Kokusai Kogyo Co., Ltd.		Conditions and Development Impacts:			•	
		Irrigation agriculture development plan:				
10. STUDY TEAM		The proposed cropping patern is 100% of wet 10% of dry season upland crop.				
No. of Members 14 Period Feb.1983 ~ Jul.1984 (18 months)		The terminal irrigation facilities are plan ha of irrigable area.	ned at each 20-30	2 MAJOR RELACIVE FOR PRINCIPLE		
		Water use development plan in a village:		2. MAJOR REASONS FOR PRESENT STA	TUS	
Feb. 1983 Total M/M 82.10	3 - Aug.1983 (7 months)	Field crop adjustment facilities for night	will be established	Recently huge construction such as Eastern coastal project		
Japan 38.33		to breed fish as well as to secure farmers' forother use through surrounding shallow wel	ootable water and	and highway project have been imple Foreign finance is used for such k	emented.	
Field 43.79		,		Thai Government budget is utilized	for small and mid-size	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY				projects.		
DODGOTTOD1				4.		
		5. TECHINCAL TRANSFER		3. PRINCIPAL SOURCES OF INFORMAT	ION	
12 EVERINERINE		5. IBCHINCAL TRANSPER		100000000000000000000000000000000000000		
12. EXPENDITURE Total	240,296 (¥'000)			0		
Contracted 223,112						

PROJECT SUMMARY (Other)

ASE THA/S 601 /84

Compiled March 1988 Revised March 1992

I. OUTLINE OF STUDY		II CHAMADY OF COURTY PROCESS OF	Nov Deci Princia 1772	
1. COUNTRY	Thailand	II. SUMMARY OF STUDY RESULTS 1. SITE OR AREA	III. PRESENT STATUS OF USE OF STUDY RESULTS	
2. NAME OF STUDY	THATTAIN	Entire country	1. PRSENT In Progress or In Use	
	_ <u>ـ</u>	Entire country	STATUS Delayed	
Traffic Safety Plan f	or Roads	2. COSTS OF	☐ Discontinued	
		PROPOSED PLAN OR MAJOR PROJECTS Total Cost Local Cost Foreign Cost	(Description)	
3. SECTOR		(USS1 000) 1)	Utilizing the guidelines and other suggestions of the	
Transportation/ General		3. MAJOR PROJECT(S) PROPOSED	study, the Dept. of Highways have been installing necessary traffic-safety facilities.	
4. REFERENCE NO.		In order to promote traffic safety in road transport,		
5. TYPE OF STUDY	Other	the study conducted (1) collection and analysis of road traffic data, (2) identification of high-risk areas, (3) guidelines of physical facilities, (4) planning of physical		
6. COUNTERPART AGENCY	<i>3</i> ·	Iaclittes, and (5) medium- and long-term plan for		
Dept. of Highways, Mir Communications	nistry of	installing physical facilities.		
7. OBJECTIVES OF STUDY				
N file				
8. DATE OF S/W	Feb.1983	4. CONDITIONS AND DEVELOPMENT IMPACTS		
9. CONSULTANΓ(S)				
International Engineering Consultants		The effect of technical transfer is much larger than the direct effect of the project. Since in this project, 1) collection and		
Association, Central Consultant, Inc., Chodai Co., Pacific Consultants		analysis of data, 2) distinction of danger zones, 3) suggestion		
International, and NSE	International	for traffic controll system, and 4) projects for establishment of traffic controll system are suggested.		
10. STUDY TEAM				
No. of Members 11			2. MAJOR REASONS FOR PRESENT STATUS	
Period May 198	3 - Dec.1984 (19 months)		2. MAJOR REASONS FOR PRESENT STATUS	
Total M/M 54.	5			
Japan 10. Field 44.				
11. ASSOCIATED AND/OR				
SUBCONTRACTED STUDY	·			
		5. TECHINCAL TRANSFER		
			3. PRINCIPAL SOURCES OF INFORMATION	
2. EXPENDITURE		program		
Total Contracted	332,824 (¥'000) 142,810	2) Gift of equipment (2 micro-comupters)	(1)	
	145,010			

和名 道路交通安全計画

{M/P, M/P+(F/S), Basic Study, Other}

PROJECT SUMMARY (M/P + F/S) ASE THA/S 206A /85 March 1988 Compiled March 1992. I. OUTLINE OF STUDY II. SUMMARY OF STUDY RESULTS III. PRESENT STATUS OF USE OF STUDY RESULTS 1. COUNTRY Thailand 1. SITE OR AREA In Progress or In Use 1. PRSENT 2. NAME OF STUDY Eastern Suburban Bangkok (study area of 260 sq.km) STATUS Delayed Flood Protection/Drainage Project in Eastern ☐ Discontinued Suburban - Bangkok 2. COSTS OF (US\$1= 27 Bahts) PROPOSED PLAN OR MAJOR PROJECTS (Description) Total Cost Local Cost Foreign Cost 3. SECTOR 233,333 Followed by F/S. 140,740 (US\$1,000) Social Infrastructures/ River & Erosion 3. MAJOR PROJECT(S) PROPOSED Control 4. REFERENCE NO. The project aims to protect the area of 260 sq.km from floods coming from outer areas by construction of polder dykes and 5. TYPE OF STUDY drain internal storm water by providing adequate drainage M/P+(F/S) facilities. The proposed measures are as follows. 6. COUNTERPART AGENCY (Structural measures) - Polder dyke (62km), gate (55 places), pump station (10 Bangkok Metropolitan Administration, Department of Drainage and Sewerage places), channel improvement (133km), drain pipe (110km) (Non-structural measures) Land use regulation, provision of storm retarding basin, 7. OBJECTIVES OF STUDY establishment of flood forecasting and warning system Drainage 8. DATE OF S/W Nov.1982 4. CONDITIONS AND DEVELOPMENT IMPACTS 9. CONSULTANT(S) Pacific Consultants International, Flood damage mitigation. The area of 260 sq.km will be completely protected from outer Tokyo Engineering Consultants Co., Ltd. floods and inner storm rainfall will be fully controlled for 5-year probability rainfall. As a resuct, flood damage reduction on the buildings, properties, traffic, electricity and telecommuncation, and land use enhancement are much expected. 10. STUDY TEAM No. of Members 12 2. MAJOR REASONS FOR PRESENT STATUS May 1983 - Feb.1986 (32 months) Total M/M 115.0 Japan 60.5 Field 54.5 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY Topographic survey, etc. 5. TECHINCAL TRANSFER 3. PRINCIPAL SOURCES OF INFORMATION (1) Technology for flood plain management and optimization of drainage system 12. EXPENDITURE (1) (2) Training in Japan for counterpart staff

Contracted

487,871 (¥'000)

331,729

Total

					Revised March 1992
the state of the s	NE OF STUDY	II. SUMMARY OF STUDY RESULTS	III. P	RESENT STATUS OF S	TUDIED PROJECT
1. COUNTRY	Thailand	1. SITE OR AREA	-	Completed or	
2. NAME OF STUDY		East suburban area of Bangkok	1. PRSENT	in Progress	Promoting
Flood Protection/Drai	inage Project in Eastern		STATUS	Completed	[] Naa. o
Suburban - Bangkok	-	2. PROJECT COSTS (US\$1= 27 Bahts)]	ImplementingProcessing	Delayed or Suspended
		Total Cost Local Cost Foreign Cost 1) 98,333 51,630 46,703			Discontinued or Cancelled
3. SECTOR		(US\$1,000) 2)	(Description))	
Social Infrastructure	 ⊇s/ River & Erosion	3)			
Control		3. CONTENTS OF MAJOR PROJECT(S)	After the	completion of F/S, the exe	ecuting agency is
4. REFERENCE NO.		Facilities Scale Dyke(Barrier) 5.1 km	working to	see the implementation of	the project
5. TYPE OF STUDY	(M/P)+F/S	Sluice gate 4 places	l under way.	is of the study, the follo	
6. COUNTERPART AGENCY		Pumping Station 5 stations (36 cu.m/s) Klong improvement 93 km	(1) Projec	t for improvement of quali	ty of water
		Main drain improvement 4.3 km	JICA g		
Dept.of Drainage and Metropolitan Administ	Sewerage, Bangkok Tation	Flood control operation center 1 set	59 pumps w	ere also provided by Japan	ese grant.
7. OBJECTIVES OF STUDY					
			ĺ	, 1	
To evlauate the feasi drainage facilities	bility of building the				
		Implementation Period: Apr. 1987 - Mar. 1992			
1					
8. DATE OF S/W	Nov.1982	4. FEASIBILITY AND EIRR FIRR			
9. CONSULTANT(S)	NOV.1902	ITS ASSUMPTIONS 20,2%			
Pacific Consultants In	⊒ nternational	Feasibility: Yes			
Tokyo Engineering Cons	sultants	Conditions and Development Impacts:			
		Drainage facilities are to be improved based on the result of			
10. STUDY TEAM		if floods which occurred in 1983.		· ·	
	-1	It used to take 2 or 3 months to recover. But now it takes only 3 days to 1 week.			
No. of Members 12 Period May 19	83 - Feb.1986 (32 months)	The development impact is great.	2. MAJOR RE	ASONS FOR PRESENT STAT	US
					
Total M/M 115 Japan 60	The state of the s				
Field 54			÷ .		
11. ASSOCIATED AND/OR					• •
SUBCONTRACTED STUDY					
Geological survey					
			a postaciona	001700000000000000000000000000000000000	
		5. TECHINCAL TRANSFER	3. PRINCIPAL	SOURCES OF INFORMATIO	N
12. EXPENDITURE		Technical advice on flood control operation, drainage	1)		
Total Contracted	487,871 (¥'000)	facilities management/operation. Overseas training for counterpart staff.			•
Connacted	331,729	Tot Counterpart Statt.			

ASE THA/S 316/85

Compiled March 1986 Revised March 1992

I. OUTLINE OF STUDY		II. SUMMARY OF STUDY RESULTS	III. PRESENT STATUS OF STUDIED PROJECT
1. COUNTRY	Thailand	1. SITE OR AREA	Completed or
2. NAME OF STUDY		10 towns and villages in the North-Eastern region of Thailand	1. PRSENT in Progress Promoting STATUS Completed
Sanitary District Water North-Eastern Region	r Works Project in the	2. PROJECT COSTS (US\$1=27.0B) Total Cost Local Cost Foreign Cost	O Implementing Delayed or Suspended O Processing Discontinued or Cancelled
3. SECTOR		1) 6,463.5 3,080 3,383.0 (US\$1,000) 2)	(Description)
Public Utilities/ Water	r Cumale	3)	
	Juppry	3. CONTENTS OF MAJOR PROJECT(S) Intake Facility	The project implementation for respective sanitary district may be commenced with their own budget sources.
4. REFERENCE NO.		Water Filtration Facility 50 - 100 cu.m/h	
5. TYPE OF STUDY	F/S	(Temporary Well, Coagulation Pond, Depositing Reservoir, Filter Bed, etc)	
6. COUNTERPART AGENCY		Distribution Facility	
Department of Public Wo Ministry of Interior	orks, (DPW)	Distribution Pond Max. Daily Capacity:6H Overhead Tanks Capacity: 2H Pumps	
7. OBJECTIVES OF STUDY	· · · · · · · · · · · · · · · · · · ·	Distribution Network	
Stable supply of clear	water to the area.		
		Implementation Period: Oct.1986 - May 1989	
8. DATE OF S/W	Jul.1984	4. FEASIBILITY AND EIRR FIRR	
9. CONSULTANT(S)		ITS ASSUMPTIONS 6-8%	
Sanyu Consultants Inc.	·	Fcasibility: Yes	
		Conditions and Development Impacts: As preconditions, samples of F/S were conducted in 10 districts.	
10. STUDY TEAM			
No. of Members 5 Period Oct .1984	- Feb.1986 (16.5	Development Impacts: Since the construction and development of the water works is to be conducted in the town where the provincial	2. MAJOR REASONS FOR PRESENT STATUS
Total M/M 48.6 Japan 22.5 Field 26.1		office is, the execution and benefit from this kind of project exerts much influence not only on the town but on surrounding districts.	The project is executed by the respective sanitary district organization.
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY			
		5. TECHINCAL TRANSFER	3. PRINCIPAL SOURCES OF INFORMATION
12. EXPENDITURE		Acceptance of 2 trainees from the local counterpart	①
Total Contracted	134,763 (¥'000) 126,639		

和名 東北タイ地方水道施設緊急整備計画

{F/S, (M/P)+F/S, D/D}

March 1988 March 1992

I. OUTLINE OF STUDY	II. SUMMARY OF STUDY RESULTS	III. PRESENT STATUS OF STUDIED PROJECT
1. COUNTRY Thailand	1. SITE OR AREA	1 DDCENT Completed or Promoting
2. NAME OF STUDY	Northeaster Region	in Progress
Road Development in the North - East	ern	STATUS Completed
Region (Phase 2)	2. PROJECT COSTS (US\$1=20B)	Implementing Delayed or Suspended Processing
	Total Cost Local Cost Foreign Cost 1) 600 160	I Inscommuned or Cancelled
3. SECTOR	(US\$1,000) 2)	(Description)
Transportation/ Road	3)	1988 Nov. OECF loan agreement (4.085 million ven) of
	3. CONTENTS OF MAJOR PROJECT(S)	which 1,008 million was for the construction
4. REFERENCE NO.	New construction and improvement 15 routes (502.1km)	and improvement of 7 routes (235.1km) of the Northeastern Region.
5. TYPE OF STUDY F/S	Rehabilitation 8 routes (90km)	1990 Apr. Construction started
6. COUNTERPART AGENCY	o Loutes (Jokin)	The rest of new construction and improvement and
Dept. of Highways, Ministry of		rehabilitation are to be financed by World Bank and own fund (part of the work is already under way).
Communications		raind update of the work is already under way).
7. OBJECTIVES OF STUDY		
Feasibility analysis of new construct	ion,	
improvement and rehabilitation of roa	ads	
	Implementation Period: Jan.1985 - Dec.1987	
8. DATE OF S/W Mar. 1984	4. FEASIBILITY AND EIRR FIRR	-1
9. CONSULTANT(S)	ITS ASSUMPTIONS 22.2-8.8%	
Katahira & Engineers International an Nippon Koei Co., Ltd.	d Feasibility: Yes	
Alphon Roel Co., Ltd.	Conditions and Development Impacts:	
	Direct effects: 1) Decrease of transportation costs to road users	
10. STUDY TEAM	2) Increase of value added of agricultural produce	
No. of Members 12	3) Saving of road maintenance costs Social impacts:	2. MAJOR REASONS FOR PRESENT STATUS
Period Jun, 1984 - Jul, 1985 (11)	Fri there access to admitted the Selvices	The state of the s
Total M/M 57.56	2) Improvement of educational standards3) Improvement of medical services	
Japan 5.00 Field 52.56	4) Narrowing of income disparities	
11. ASSOCIATED AND/OR		
SUBCONTRACTED STUDY		
	E TECHNICAL IND.	3. PRINCIPAL SOURCES OF INFORMATION
12 EVDENDER DE	5. TECHINCAL TRANSFER	
12. EXPENDITURE 194, 238 (¥'00	1) OJT; 2) Participation of the counterparts in the JICA training program; 3) Employment of local consultants; 4) Gift	0
Contracted 183, 479	of equipment and technical guidance	
和友 南北地区		

PROJECT SUMMARY (F/S) ASE THA/S 315/85 Compiled March 1988 Revised March 1992 I. OUTLINE OF STUDY II. SUMMARY OF STUDY RESULTS III. PRESENT STATUS OF STUDIED PROJECT 1. COUNTRY 1. SITE OR AREA Thailand Completed or 1. PRSENT Promoting Laem Chabang 2. NAME OF STUDY in Progress **STATUS** Completed Establishment of a Large Repair Shipyard O Implementing Delayed or Suspended (US\$1=169.40Yen) 2. PROJECT COSTS O Processing Discontinued or Cancelled Total Cost Local Cost Foreign Cost -1) 40,000 15,000 25,000 (US\$1,000) (Description) 3. SECTOR 2) 3). Transportation/ Marine Transportation & Suspended after the completion of the study because of 3. CONTENTS OF MAJOR PROJECT(S) the low feasibility. The Government has been encouraging the private sector investment. JICA is conducting a $\mathrm{M/P}$ 4. REFERENCE NO. 175m x 28m x d.11.1m study on the shipbuilding industry, and reviewing the Area of 300m x 300m = 90,000 sq.m by reclaming for ship 5. TYPE OF STUDY proposal of the study. F/S repairing Private shipping company and shippard have jointly - Quay length = 150m6. COUNTERPART AGENCY operated and going to invest shippard facilities on the basis of leasing contract of site between Port Authority of Board of Investment Thailand and the company. 7. OBJECTIVES OF STUDY Feasibility analysis of a repair shipyard Implementation Period: Jan.1986 - Mar.1990 8. DATE OF S/W Oct.1982 4. FEASIBILITY AND EIRR FIRR 9. CONSULTANT(S) ITS ASSUMPTIONS 11.4% 5.8* Overseas Ships Building Cooperation Center Feasibility: Yes Conditions and Development Impacts: The growth rate of the cargo carried by the Thai shipping companies (which has a share of 10% of the total transportation 10. STUDY TEAM volume) was estimated on the bases of growth of GDP and international trade. The scale of the shippard was then No. of Members 9 determined by evaluating the types of ships used and the nature 2. MAJOR REASONS FOR PRESENT STATUS Period Jul.1984 - May 1985 (11 months) of repair work needed. Development effects will be substantial, because the Total M/M 51.0 existing capacity of the domestic repair yards is considerably 28.0 short of the demand. 23.0 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY 3. PRINCIPAL SOURCES OF INFORMATION 5. TECHINCAL TRANSFER

和名 船舶修理ヤード建設計画

Total Contracted 146,390 (¥'000)

158,523

program

12. EXPENDITURE

 $\{F/S, (M/P)+F/S, D/D\}$

1

1) Participation of one counterpart in the JICA training

2) Employment of local consultants

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	Charles and the state of the st		Revised March 1992
The state of the s	INE OF STUDY	II. SUMMARY OF STUDY RESULTS	III. PRESENT STATUS OF STUDIED PROJECT
1. COUNTRY	Thailand	1. SITE OR AREA	Completed or
2. NAME OF STUDY	,	Whole country	1. PRSENT in Progress Promoting
Comprehensive Stora Project (Phase II)	ge Facilities Development	2. PROJECT COSTS US\$1-202.83Yen in Dec.1384 8(1-5, 40yen)	STATUS Completed Implementing Delayed or Suspended Processing Processing
		Total Cost Local Cost Foreign Cost	Discontinued or Cancelled
3. SECTOR		(US\$1,000) 2) 42,129 21,167 20,962	(Description)
Agriculture/ Genera	1	3. CONTENTS OF MAJOR PROJECT(S)	In 1986, Thai government revised the rice marketing policy
4. REFERENCE NO.		1. Warehouse construction:	drastically and abolished the conventional government procurement at support prices.
		State level - 10 sites Local level - 5 sites	Operational scale of PWO reduced abruptly by this change.
5. TYPE OF STUDY	F/S	Seaport Warehouse - 1 site at Laem Chabang	On the other hand, the government is proceeding an integrated facilities for collecting, processing and
6. COUNTERPART AGEN	CY	Improvement on processing and loading facilities for shipping exportable rice:	exporting agricultural products at the back of the port at
Public Warehouse Orc	ganization (PWO)	River port - 2 sites (Nonthaburi, Rajburana) Deep sea port - 1 site (Laem Chabang)	Laem Chabang as a national project of building a "Deep Sea Port". In this project, loading facilities for export rice with
7. OBJECTIVES OF STUDY	7	3. Grain reprocessing facility: 6 sites 4. Storage technology improvement and training center	storage function were once planned. But they are not materialized.
		construction: 1 site (Nonthaburi)	The rice exports have long been made from the river port
			in Bangkok city. The construction of modern facilities by private companies
·		Implementation Period:	are also in progress.
			In any way, the Thailand has achieved rice export of 5.7 million tons in 1989. Further rationalization of rice
8. DATE OF S/W	To 1000	A FCACIDIT PRIVANDA FIDO	marketing channels and modernization of marketing function
9. CONSULTANT(S)	Dec.1983	4. FEASIBILITY AND EIRR FIRR ITS ASSUMPTIONS (1)12.0%	of the markets are strongly desired by both government side and private organization.
Overseas Merchandise		Peasibility: Yes (II) 13.1%	parate taganatava.
Sanyu Consultants In	c. inspection to., Ltg.		
		Conditions and Development Impacts:	
to our marines as		1.Recruiting and training of personnel 2.Proper management and control	
10. STUDY TEAM	<u>نــا</u>	3.R&D by Cooperation with other organization	
No. of Members 11 Period Feb.	1004 - 1005 17	Development Impacts: 1.Expansion of public activities by PWO	2. MAJOR REASONS FOR PRESENT STATUS
	1984 - Jun.1985 (7 months)	Support government rice price policies and materialize long-term stabilization of producers' paddy price and consumers' milled rice price Improvement and rationalization of rice marketing by expanding and	Thai government policy is, in principle, to let the rice
Japan 1	9.74 0.94	improving facilities/warehouses at rice markets 4. Continued Sales to existing markets and developing new markets by improving export rice quality and expanding shipping facilities and	marketing function in the hands of private people. They expect investments from private people for related facilities of rice marketing
11. ASSOCIATED AND/OR		capacities for loading onto a large sized ocean-going vessels. 5.Reducing losses during storage	
SUBCONTRACTED STUD	Y.	6.Support the activities of public organizations such as agricultural cooperatives, BAAC, etc. by offering them the use of Warehouse.	
		7. Provincing services for marketing other agricultural products by offering the use	
		of seasonal empty space and the auxiliary facilities of the warehouse. 5. TECHINCAL TRANSFER	3. PRINCIPAL SOURCES OF INFORMATION
12. EXPENDITURE		J. IDOMINGAL TRANSFER	
Total	122,940 (¥'000)		0
Contracte			
1000	· · · · · · · · · · · · · · · · · · ·		

March 1990

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1. COUNTRY

3. SECTOR

2. NAME OF STUDY

Agriculture/ General

6. COUNTERPART AGENCY

7. OBJECTIVES OF STUDY

4. REFERENCE NO.

5. TYPE OF STUDY

Pre-F/S and M/P

8. DATE OF S/W

10. STUDY TEAM

Period

12. EXPENDITURE

Total M/M

Field 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY

9. CONSULTANT(S)

Nippon Koei Co., Ltd. Nippon Giken Inc.

No. of Members 16

Kyowa Consultants

Compiled March 1990 March 1992. I. OUTLINE OF STUDY II. SUMMARY OF STUDY RESULTS III. PRESENT STATUS OF STUDIED PROJECT 1. SITE OR AREA Thailand Completed or 1. PRSENT Promoting Sakae Krang River Basin (6,300 sq.km) in Progress STATUS O Completed Sakae Krang River Basin Irrigation Project O Implementing Delayed or Suspended US\$1=27B 2. PROJECT COSTS O Processing Discontinued or Cancelled Total Cost Local Cost Foreign Cost 107,226 35,144 (Description) (US\$1,000) 2) Environmental impact assessment study is undertaken by RID 3. CONTENTS OF MAJOR PROJECT(S) for earlier implementation of the project Mae Wong irrigation scheme was selected as a result of M/P and Pre-F/S. 1.Irrigation area: 46,700ha F/S 2. Water source : Mae Wong river 3.Upper Mae Wong dam:Rock-fill type Height 57m, Crest Length 794m 4. Irrigation Facilities: Intake weir 2 sites RID (Royal Irrigation Department), Ministry of Agriculture and Cooperatives Main canal 76.7 km Secondary canal 285,2 km Drainage canal 204.2 km Irrigation of Sakae Krang River Basin Implementation Period: 7 years 4. FEASIBILITY AND ITS ASSUMPTIONS Jul.1984 EIRR FIRR 13.0% Feasibility: Yes Conditions and Development Impacts: 1.increase of crop production 2.improvement of living standard and welfare 3.improvement of cropping productivity in the dry season 2. MAJOR REASONS FOR PRESENT STATUS Sep.1984 - Mar.1986 (19 months) 90.27 35.22 3. PRINCIPAL SOURCES OF INFORMATION 5. TECHINCAL TRANSFER

和名 サカエクラン川流域灌漑計画

Contracted

257,848 (¥'000) 246,885

 $\{F/S, (M/P)+F/S, D/D\}$

Technology transfer to counterpart in the course of the study.

1. SITE OR AREA

2. PROJECT COSTS

(US\$1,000) 2)

Implementation Period:

4. FEASIBILITY AND ITS ASSUMPTIONS

Feasibility: Yes

case and without case.

the community are given.

5. TECHINCAL TRANSFER

shipyard, etc.

(1 baht = 9.01 yen)

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2. NAME OF STUDY

Transportation/ Port

6. COUNTERPART AGENCY

4. REFERENCE NO.

5. TYPE OF STUDY

and Communication 7. OBJECTIVES OF STUDY

8. DATE OF S/W

10. STUDY TEAM

Period

12. EXPENDITURE

Total M/M

Field 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY

No. of Members 8

of Japan.

9. CONSULTANT(S)

1. COUNTRY

3. SECTOR

I. OUTLINE OF STUDY

Dredging Plant Development Project

Thailand

F/S

Feb.1985

May 1985 - Jun.1986 (14 months)

133,282 (¥'000)

119,922

Harbour Department, Ministry of Transport

Frame of long-range dredging plan target in

Overseas Coastal Area Development Institute

49.47

18.17

2000 and development plan including improvement and maintenance of facilities.

Compiled March 1990 March 1992 II. SUMMARY OF STUDY RESULTS III. PRESENT STATUS OF STUDIED PROJECT Completed or Promoting 1. PRSENT Coastal routes of Thailand, 43 routes in Progress **STATUS** O Completed O Implementing Delayed or Suspended (US\$1≈ 27 Bahts) O Processing Discontinued or Cancelled Total Cost Local Cost Foreign Cost 9,666 2,730 (Description) Suspended after the completion of F/S due to the lack of 3. CONTENTS OF MAJOR PROJECT(S) Mechanical center slipways Training hopper dredging boat F/S must be reviewed, because the exchange rate has (Hopper Volume; 100 cu.m) largely changed since the last F/S. Apr.1988 - Mar.1991 EIRR FIRR 12.2% Conditions and Development Impacts: Comparison of the proposed project under two conditions: with Cost and benefit is shown with cost of 1985 As the effect of development, improvement of the dredging 2. MAJOR REASONS FOR PRESENT STATUS capability, possibility of the effective maintenance and repair of the dredging boat, and possibility of the development for Delay due to the ceiling on the government budget

3. PRINCIPAL SOURCES OF INFORMATION

和名 港湾浚渫船隊整備計画

Contracted

{F/S, (M/P)+F/S, D/D}

The business training was carried out at some Japanese important port, Port and Harbour Research Institute, and some

ASE THA/A 312/86

ompiled March 1990 evised March 1992

I. OUTLINE	OF STUDY	II. SUMMARY OF STUDY RESULTS	III. PRESENT STATUS OF STUDIED PROJECT
1. COUNTRY	Thailand	1. SITE OR AREA	
2. NAME OF STUDY		Bang Nara River Basin of Nava Tik Province in Southern Thailand	1. PRSENT Completed or in Progress Promoting STATUS Completed
Bang Nara Irrigation a	nd Drainage Project	2. PROJECT COSTS (US\$1=20Bahts in 1985)	Implementing Delayed or Suspended Processing Discontinued or Cancelled
		Total Cost Local Cost Foreign Cost 1) 25,240,000 10,320,000 14,920,000	
3. SECTOR		(US\$1,000) 2) 3)	(Description)
Agriculture/ General		3. CONTENTS OF MAJOR PROJECT(S)	As one of grant aid projects of the Japanese Government,
4. REFERENCE NO.		- To construct tidal gates both in Nara Tik side and Tagbai side of Bang Nara River	Detail Design (Feb. 1988 - June 1988)
5. TYPE OF STUDY	F/S	- Pumping irrigation by utilizing planned reservoir with 9	E/N Contract (Sep. 30, 1988) Implementation (Starting from Oct. 1988)
6. COUNTERPART AGENCY		pumping stations - Rehabilitation of drainage rivers flowing into Bang Nara	Completion (Nov. 1990)
RID (Royal Irrigation E	Department)	River - To install 6 check gates to control acid water	
7. OBJECTIVES OF STUDY			
.:	e de la companya de l		
		Implementation Period:	
8. DATE OF S/W	Jul.1984	4. FEASIBILITY AND EIRR FIRR	
9. CONSULTANT(S)	001.1704	ITS ASSUMPTIONS 10.2%	
Sanyu Consultants, Inc. Japan Engineering Consu	ltants co., Ltd.	Feasibility: Yes	
		Conditions and Development Impacts: The beneficial area:	
10. STUDY TEAM		 by pumping irrigation for existing paddy fields, 9,100 ha by rehabilitation of river, 5,280 ha for paddy fields and 6,210 ha for rubber fields 	
No. of Members 12 Period May 1985	- Jan.1987 (21 months)		2. MAJOR REASONS FOR PRESENT STATUS
Total M/M 106.23 Japan 42.55		The main purpose of the project is to utilize Bang Nara water resources for irrigation and to control the flood in rainy season.	
Field 63.68			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY			
	<u> </u>	5. TECHINCAL TRANSFER	3. PRINCIPAL SOURCES OF INFORMATION
12. EXPENDITURE Total Contracted	293,737 (¥'000)		• ①
Contracted	271,828		

I. OUTLI	NE OF STUDY	II. SUMMARY OF STUDY RESULTS	III. PRESI	ENT STATUS OF USE OF STUDY RESULTS
1. COUNTRY	Thailand	1. SITE OR AREA	1	In Progress or In Use
2. NAME OF STUDY		Bangkok Metropolitan Area	1. PRSENT STATUS	Delayed
Road Improvement, Re	ســـا Phabilitation and Traffic		SIATOS	Discontinued
Safety in Bangkok		2. COSTS OF PROPOSED PLAN OR		
		MAJOR PROJECTS Total Cost Local Cost Foreign Cost	(Description)	
3. SECTOR		(US\$1,000) 1) 2)	Many traf	fic safety projects were carried out along with ine and designs by Thai government budget and they
Transportation/ Gene	ral	3. MAJOR PROJECT(S) PROPOSED	are now in	sound operation.
4. REFERENCE NO.		The study compiled basic information on traffic safety	bridge is	ion project of Rama IV continuous grade separation now under construction by Japanese grant aid.
5. TYPE OF STUDY	A-1	planning and recommended some road improvementsContinuous grade separaation		
	Other	-Intersection improvement		
6. COUNTERPART AGENCE Bangkok Metropolitan		-Pavement improvement -Busstop improvement		
bangkok Meclopolican	Administration	-Pedestrian path -Guard fence -Median -Safety island		
7. OBJECTIVES OF STUDY		-Traffic sign -Traffic signal		
Policy recommendation	ns on traffic safety	-Pedestrian crossing bridge -Road marking among others.		
measures	or ordered parety			
			·	
8. DATE OF S/W	Mar.1985	4. CONDITIONS AND DEVELOPMENT IMPACTS	1	
9. CONSULTANT(S)		The study results will contribute to the planning process on		
International Engineer Association	ering Consultants	traffic safety measures, road improvement and pavement repairs.		
	•	Small scale improvement engineering for traffic safety was efficiently transferred through proposing an engineering		·
		guideline and actual design on each actual spot, and carrying out of model project simultaneously.	· .	
10. STUDY TEAM				
No. of Members 29 Period Jun. 1	.985 ~ Mar.1987 (22 months)		2. MAJOR RE	ASONS FOR PRESENT STATUS
Total M/M Japan 7	.01			
Field 143	.93			
11. ASSOCIATED AND/OR SUBCONTRACTED STUD	Y			
	.			
		5. TECHINCAL TRANSFER		
		1) OJT on the evaluation method of pavement; 2) Participation	3. PRINCIPAI	SOURCES OF INFORMATION
12. EXPENDITURE		of the counterparts in the JICA training program (road administration and road improvement); 3) Employment of local	(1)	
Total Contracted	412,771 (¥'000) 4,182	consultants (traffic survey, inventory survey, pavement survey, etc.)		
和友 "",一下光柳阳上				
和石 ハンコク自都圏灯	バンコク市道路改良・交通安全			{M/P, M/P+(F/S), Basic Study, Other}
		- 435 -		
				·

I. OUTLIN	E OF STUDY	II. SUMMARY OF STUDY RESULTS	III. PRESENT STATUS OF USE OF STUDY RESULTS
1. COUNTRY	Thailand	1. SITE OR AREA	
2. NAME OF STUDY		An Area of 20,000sq.km extended over Kanchanaburi Province and other 4 provinces in the western part of the Central Plain Region	1. PRSENT In Progress or In Use STATUS Delayed
Aerial Photography and Plan in the Encroached Forest	d Forest Management d National Reserve	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS Total Cost Local Cost Foreign Cost	Discontinued (Description)
3. SECTOR		(US\$1,000) 1)	In order to prepare a project based on the proposed plans,
Forestry/ Forestry & F	Forest Conservation	3. MAJOR PROJECT(S) PROPOSED	the Royal Forest Department has been ironing out the handling of the existing projects by itself. The proposed plans contain various types of projects.
4. REFERENCE NO.		In order to contribute to management of the Encroached	Therefore Japan will be needed for supporting to prepare a
5. TYPE OF STUDY	M/P	National Reserve Forest, the Model area was set up in the above mentioned areas and working plans were formulated in each 3 types of areas in the Model Area as follows:	project by conducting a follow-up survey and/or an experimental project.
6. COUNTERPART AGENCY		1.Forestry Area : Forest management plan for the proper and	
Royal Forest Departmen Ministry of Agricultur	nt Te and Cooperatives	sustainable production 2.Agroforestry Area: Forest Village plan for local people 3.Preserved Area: Forest conservation plan for National Park	
7. OBJECTIVES OF STUDY		and soil and water conservation	
order to restore the f	had in the area of the		
8. DATE OF S/W	Jul.1985	4. CONDITIONS AND DEVELOPMENT IMPACTS	
9. CONSULTANT(S)			
Japan Forest Technical Kokusai Kougyo Co.,Ltd	Association .	The above mentioned plans will improve forests for timber supply, National Park and forests for soil and water conservation so that deforestation will be reduced. And the Forest Village plan will enhance the settlements of farmers who live in the encroached National Reserve Forest.	
10. STUDY TEAM		It is necessary to improve the road networks and develop researches of tree growth.	
No. of Members 19 Period Oct. 198	5 - Mar.1988 (31 months)	When dealing with the proposed plan of a forest village in the model area, the authorities concerned need to iron out the handling of the settlement with the persons concerned.	2. MAJOR REASONS FOR PRESENT STATUS
Total M/M 160.0 Japan 90.0 Field 70.0			A comprehensive project including the forestry, the agriculture and the irrigation is prior to the proposed project.
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY			
		5. TECHINCAL TRANSFER	
and the state of t		1.To Accept the trainees out of counterparts 2.To conduct jointly field works such as a	3. PRINCIPAL SOURCES OF INFORMATION
12. EXPENDITURE Total Contracted	450,604 (¥'000) 434,600	forest inventory survey, a soil survey and a survey on the Forest Villages and	(1)
		Property of total cype maps	

I. OUTLINE	OF CTUDY	YI OXINCE	
1. COUNTRY		II. SUMMARY OF STUDY RESULTS 1. SITE OR AREA	III. PRESENT STATUS OF STUDIED PROJECT
2. NAME OF STUDY New Krungthep Bridge Co	Thailand Onstruction and	New Krung Thep Bridge: downstream side of existing Krung Thep Bridge over Chao Phraya River Thon Buri Road: between Middle and Outer Ring Roads, Thon Buri Area.	1. PRSENT Completed or in Progress Promoting STATUS Completed
Thonburi Road Extension	n	2. PROJECT COSTS (US\$1=153Yen) Total Cost Local Cost Foreign Cost 1) 190 120	Implementing Delayed or Suspended Processing Discontinued or Cancelled
3. SECTOR Transportation/ Road		(US\$1,000) 2) 2,470 1,830	(Description)
4. REFERENCE NO.		3. CONTENTS OF MAJOR PROJECT(S) 1) Krung Thep Bridge: PC box bridge 442 m	The D/D was completed for yen credit application. (1) Krung Thep Bridge: Detailed design made
5. TYPE OF STUDY	F/S	Four-lane elevated approach Simple interchange 2) Thon Buri Road: 9.4 km bypass	by Norcon(Norway) and Thai consultants.
6. COUNTERPART AGENCY			(2) Thon Buri Road: Detailed design of the first section (3.5km) completed under a local tender.
Public Works Department			
7. OBJECTIVES OF STUDY Construction of PC brid			
construction of pc price	ige		
		Implementation Period: Oct.1988 - Oct.1995	
	Nov.1985	4. FEASIBILITY AND EIRR FIRR	
9. CONSULTANT(S) Nippon Koei Co., Ltd.		ITS ASSUMPTIONS 1) 20% Feasibility: Yes 2) 41%	
Central Consultant Inc.		Conditions and Development Impacts: Krung Thep Bridge: Estimates were made of the volume of traffic	
10. STUDY TEAM		at three points in time in the future. Thon Buri Road: The development plan for the road network covering the whole of Bangkok was used for reference.	
No. of Members 10 Period Feb. 1986	- Jun.1987 (17 months)	The New Krung Thep Bridge, which will be built next to the	2. MAJOR REASONS FOR PRESENT STATUS
Total M/M 39.73 Japan 1.73		existing Krung Thep Bridge, will play a vital role in improvement of traffic conditions on the circular roads running through Bangkok.	(1) Aging of the existing Krung Thep Bridge (2) Strong support by Public Works Dept.
Field 38.00 11. ASSOCIATED AND/OR SUBCONTRACTED STUDY		Extension of Thon Buri Road will contribute to improvement of conditions in residential areas and to mitigation of traffic jams.	
Sublet amount for field su	rvey 9,382,000 yen		
		5. TECHINCAL TRANSFER	3. PRINCIPAL SOURCES OF INFORMATION
12. EXPENDITURE Total	142,329 (¥'000)	(1) Two counterpart were invited to Japan for training	①
Contracted	129,651	(2) Use of local consultants	

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I. OUTLINE	OF STUDY	II. SUMMARY OF STUDY RESULTS	III. PRESENT STATUS OF STUDIED PROJECT
1. COUNTRY	Thailand	1. SITE OR AREA	Completed or
2. NAME OF STUDY		Bangkok, Mae Noni, Bang Sue, and Hat Yai Stations	1. PRSENT in Progress Promoting
Railways Yards Improver	nent		STATUS Completed Implementing Delayed or Suspended
		2. PROJECT COSTS (US\$1=26.455B)	Processing Discontinued or Cancelled
	: "	Total Cost Local Cost Foreign Cost 1) 13,357 7,557 5,800	
3. SECTOR		(US\$1,000) 2)	(Description)
Transportation/ Railway	7	3)	Detailed design completed in December 1987. Part of the
	•	3. CONTENTS OF MAJOR PROJECT(S) Bangkok station Construction of 3 additional	high-priority work for Bangkok and Bang Sue stations was
4. REFERENCE NO.		arrival/departure lines and improvement of 2 lines.	implemented. At present, the project is progressing in two categories.
5. TYPE OF STUDY	F/S	Mae Nani station Construction of shortcut track and	(1) 1st category Work to improve the operational
6. COUNTERPART AGENCY		extension of sorting track.	efficiency of main yards and to meet future traffic
State Railway of Thaila	and	Bang Sue station Conversion of 6 departure tracks into	increase. * Bangkok yard Construction of a new departure
		arrival/departure tracks, etc.	track and 2 arrival tracks, conversion of 2 arrival
7. OBJECTIVES OF STUDY		Hat Yai station Construction of 5 additional sorting tracks.	tracks to arrival/departure tracks, and extension of the effective length(37 million baht, to be
Preparation of a basic	improvement plan for		completed at the end of 1990). * Ban Phachi yard 25 million baht,to be completed in
<pre>10 years with a target F/S for several high-pr</pre>	year of 2006		the middle of 1990.
target year of 1996	.torrey yards with a	Implementation Period: Jan. 1987 - Dec. 1991	* Other improvements To start as scheduled.
			(2) 2nd category Smaller-scale work such as platform improvement.
8. DATE OF S/W	Aug.1985	4. FEASIBILITY AND EIRR FIRR	* 5 to 10 yards to be improved every year.
9. CONSULTANT(S)		ITS ASSUMPTIONS 18.29% 19.72%	
Japan Railway Technical Consultants Internation	Servise, Pacific	Feasibility: Yes	
Electrical Consulting C	o., Ltd.	Conditions and Development Impacts:	
		(1) Preconditions for IRR calculation 1) Traffic volume is forecasted for the years 1991, 1996	
10. STUDY TEAM		, and 2006.	
No. of Members 13		 Of the yards taken up in the study, four high- priority yards are to be improved by 1991. 	2. MAJOR REASONS FOR PRESENT STATUS
Period Dec.1985	- Jun.1987 (19 months)	(2) Development impacts	
Total M/M 98.86		11 Improvement of yards with bottlenecks will increase	
Japan 61.11 Field 37.75		passenger traffic. 2) Improvement of yard functions will lead to efficient	
11. ASSOCIATED AND/OR		transport and a reduction in transport cost.	
SUBCONTRACTED STUDY			
		5. TECHINCAL TRANSFER	3. PRINCIPAL SOURCES OF INFORMATION
12. EXPENDITURE		di Am A società di Caracteria	①②
Total	266,088 (¥'000)	planniar vas hold on Resource for yard planniar (2) Counterparts participated in JICA training program. (3) Instruction, as well as the preparation of a guidebook, on measures for yard work improvement.	
Contracted	258,834	yamana, on measures for yard work improvement.	

March 1990 March 1992

I. OUTLIN	E OF STUDY	II. SUM	MARY OF STUDY RESULTS	III. PRESE	NT STATUS OF USE OF STUDY RESULT
1. COUNTRY	Thailand	1. SITE OR AREA			
2. NAME OF STUDY		Port of Bangkok, Por Port of Sattahip, Po	t of Laem Chabang, Port of Map Ta Phut, ort of Phuket, Port of Song Khla	1. PRSENT STATUS	In Progress or In Use ☐ Delayed
Effective Port Manage System	ment and Operation	2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	Total Cost Local Cost Foreign Cost	(Description)	☐ Discontinued
3. SECTOR		1 (0881,000)	1)	The Nationa	al Port Administration Commission was establishe
Transportation/ Port		3. MAJOR PROJECT(S)	PROPOSED PROPOSED	in the Mini recommendat	istry of Transport and Communication by acceptingions of the study.
4. REFERENCE NO.		Recommendation of po	ort management		
5. TYPE OF STUDY	Other	-Determination of fu development policy.	ndamental concept for the port planning and		
6. COUNTERPART AGENCY		-Making of the port	management policy.		
Ministry of Transport	and Communication	international port.	operation and management as an		
7. OBJECTIVES OF STUDY		1			
-Formulation of a framoperation	unework for port				
8. DATE OF S/W	Feb.1986	4. CONDITIONS AND D	DEVELOPMENT IMPACTS		
9. CONSULTANI(S) The Overseas Coastal A Institute of Japan (OCE	Area Development DI)	Effective port service activity, and at the its importance as main	ce is indispensable for Thai economic same time port development is emphasized in infrastructure for promotion of and as a core of regional economical		
10. STUDY TEAM					
No. of Members 12 Period Aug. 196	96 - Mar.1988 (8 months)			2. MAJOR REA	ASONS FOR PRESENT STATUS
Total M/M 99.	14				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY				, . · ·	
		5. TECHINCAL TRANSF	TER		
			nagement was carried out for the	3. PRINCIPAL	SOURCES OF INFORMATION
2. EXPENDITURE		counterpart.		(1)(2)	
Total Contracted	265,006 (¥'000) 265,693			. • • •	

Compiled March 1986 Revised March 1992

I. OUTLINE OF STUDY	II. SUMMARY OF STUDY RESULTS	III. PRESENT STATUS OF USE OF STUDY RESULTS
1. COUNTRY Thailand	1. SITE OR AREA	
2. NAME OF STUDY	Chao Phraya River Basin (162,000 sq.km)	1. PRSENT In Progress or In Use STATUS Delayed
Flood Forecasting System in the Chao Phraya River Basin	2. COSTS OF (US\$1=130Yen) PROPOSED PLAN OR MAJOR PROJECTS Total Cost Local Cost Foreign Cost	Discontinued (Description)
3. SECTOR	(US\$1,000) 1) 55,948	Royal Irrigation Department highly appreciated the study
Social Infrastructures/ River & Erosion Control	3. MAJOR PROJECT(S) PROPOSED	and prepared to pledge for the grant aid for the urgent projects among the proposed plans.
4. REFERENCE NO.	Step 1: Flood forecasting system started with the existing facilities as the bases and by adding auxiliary equipment as required.	
5. TYPE OF STUDY M/P	This system is composed of (1) 34 of rainfall gauging stations, (2) 31 of water level gauging stations, (3) 54 of HF radio stations, (4)	
6. COUNTERPART AGENCY	7 of VHF radio stations, and (5) one set of data management system	
Royal Irrigation Department	Step 2: Flood forecasting system with latest equipment and facilities operated under full flood forecasting organizations. This system is composed of (1) 65 of rainfall gauging stations, (2)	
7. OBJECTIVES OF STUDY	19 of water level gauging stations, (3) 19 of rainfall/water level	
Formulation of a flood forecasting system over Chao Phraya river basin	gauging stations, (4) 2 of radar rainfall gauging stations, (5) 110 of VHF radio stations, (6) 15 of VHF repeater stations, (7) 2 of VHF radio stations, (8) 5 of sub-stations, (9) 6 of terminal stations of TOT, (10) one of flood forecasting center, and (11) one set of data	
	management system.	
8. DATE OF S/W Jul. 1986	4. CONDITIONS AND DEVELOPMENT IMPACTS	
9. CONSULTANT(S)		
CTI Engineering Co., Ltd. Nippon Koei Co., Ltd.	The flood forecasting system opens up to the possibilities of highly reliable flood forecasting services through collection of flood information from extensive areas of the Chao Phraya River basin.	
10. STUDY TEAM	The communication networks of the flood forecasting systems render great services in communication other than flood forecasting.	
No. of Members 11 Period Feb.1987 - Jun.1988 (16 months)	It is expected to mitigate teh flood damage at the main urban areas along the river course such as Nakon Sawan, Chai-Nat,	2. MAJOR REASONS FOR PRESENT STATUS
Total M/M 73.32 Japan 38.47 Field 34.85	Ayutaya, Bangkok, etc. through the efficient flood fighting works and evacuation of the inhabitants. Besides, the hydrological data collected and managed by this system can be used as the basic data to formulate the comprehensive flood control plan in the Chao-Phraya River	Though the agency in charge has intention of making request for the grant aid, the final stage in approaching to the Japanese agency in charge has not been realized yet.
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY	Basin.	
	5. TECHINCAL TRANSFER	3. PRINCIPAL SOURCES OF INFORMATION
12 EVDENINTLINE	Execution of an intensive lecture course to counterparts on hydrologic computation procedures.	
12. EXPENDITURE Total 209, 304 (¥'000) Contracted 183, 794		⊕

和名 チャオピア川洪水予報システム計画

{M/P, M/P+(F/S), Basic Study, Other}

PROJECT SUMMARY (M/P + F/S)

ASE THA/S 207A /88		TROJECT SUMMART (WIF + F/S)		Compiled March 1990 Revised March 1992
I. OUTLINE	OF STUDY	II. SUMMARY OF STUDY RESULTS	III. PRESENT STATUS OF USE OF	STUDY RESULTS
1. COUNTRY	Thailand	1. SITE OR AREA		
2. NAME OF STUDY		Central Region (26 changwats, including Bangkoko;	1. PRSENT In Progress or In Use STATUS Delayed	
Road Development in the	e Central Region	104,000 sq.km, pop. 17 million)	Discontinued	
		2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS Total Cost Local Cost Foreign Cost	(Description)	
3. SECTOR		1)	The study was followed by the feasibil	itv studv.
Transportation/ Road		(US\$1,000) 2) 3. MAJOR PROJECT(S) PROPOSED		
4. REFERENCE NO.		National highways: The increase of lanes and new highway construction are		
5. TYPE OF STUDY	M/P+(F/S)	necessary in many places. - It will be necessary in the future to develop a road		
6. COUNTERPART AGENCY		network with inter-city expressways.		
Dept. of Highways, Mini Communications	stry of	Provincial roads: - 24 routes (total length 629.8km) are selected for feasibility analysis		
7. OBJECTIVES OF STUDY		- It will be necessary in the future to improve 85 routes (2,017km)		
Road development		Repairs:		+
		- The study suggested a simple design method for repair work.	e e	£ 1000
	Feb.1987	4. CONDITIONS AND DEVELOPMENT IMPACTS		* - 4
9. CONSULTANT(S) Katahira & Engineers In	ternational, and			
Nippon Koei Co., Ltd.	,	See next page.		
10. STUDY TEAM				
No. of Members 10			2. MAJOR REASONS FOR PRESENT STATUS	:
Period Aug.1987	- Mar.1989 (20 months)		See the next page.	
Total M/M 85.8			see the next page.	
Japan 15.7 Field 70.1				
11. ASSOCIATED AND/OR SURCONTRACTED STUDY				
	type. O/D survey, road			
inventory survey, boring a	nd road surface survey	5. TECHINCAL TRANSFER		<u> </u>
			3. PRINCIPAL SOURCES OF INFORMATION	
12. EXPENDITURE			(1)	
Total Contracted	338,279 (¥'000) 328,737			
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY Traffic survey by vehicle inventory survey, boring as 12. EXPENDITURE Total	type, O/D survey, road nd road surface survey			

{M/P, M/P+(F/S), Basic Study, Other}

PROJECT SUMMARY (M/P + F/S)

ASE THA/S 207B /88

Compiled March 1990 Revised March 1992

I AUTIME OF COUNTY		Keybed Walca 1992	
I. OUTLINE OF STUDY	II. SUMMARY OF STUDY RESULTS	III. PRESENT STATUS OF STUDIED PROJECT	
1. COUNTRY Thailand 2. NAME OF STUDY Road Development in the Central Region	1. SITE OR AREA Central Region (26 changwats, including Bangkoko; 104,000 sq.km, pop. 17 million) 2. PROJECT COSTS	1. PRSENT Completed or in Progress Promoting STATUS Completed Implementing Delayed or Suspended Processing Discontinued or Cancelled	
3. SECTOR Transportation/ Road	Total Cost Local Cost Foreign Cost 1) 398,960 202,640 196,320 (US\$1,000) 2) 3)	(Description)	
4. REFERENCE NO.	3. CONTENTS OF MAJOR PROJECT(S) 1) Construction of expressways: 7 projects total length 320.3km 2) Road improvement:	15 routes out of 21 are under construction by OECF finance (L/A 1988 Nov. 4,117 million yen). ML-5 (Chonburi - Pataya) has been under construction since Aug. 1990.	
5. TYPE OF STUDY (M/P)+F/S 6. COUNTERPART AGENCY	11 projects total length 297.2km 3) Road rehabilitation: 3 projects total length 96.7km	1990 Dec. OECF loan agreement (15,497 million yen) Construction scheduled to commence in FY1992.	
Dept. of Highways		Of the remaining routes, D/D for ML-9 (Bangkok-Chonburi new highway) is under way with World Bank finance.	
7. OBJECTIVES OF STUDY Road development			
	Implementation Period: 1991 - 1993		
8. DATE OF S/W Feb. 1987 9. CONSULTANT(S)	4. FEASIBILITY AND ITS ASSUMPTIONS 1)15.1 - 39.64 2)15.1 - 39.64		
Katahira & Engineers International, and Nippon Koei Co., Ltd.	Feasibility: Yes 2115.1 - 33.64 31.74.2 - Conditions and Development Impacts: Trunk road projects are selected to alleviate traffic		
10. STUDY TEAM No. of Members 10	congestions and to support the national project (Eastern Seaboard Development). Provincial road projects are selected to stimulate regional development and to provide socio-economic		
Period Aug.1987 - Mar.1989 (20 months)	needs of the population. Feasibility analysis was undertaken on 21 projects which the Dept. of Highways assigned high priority.	2. MAJOR REASONS FOR PRESENT STATUS	
Total M/M 85.7 Japan 15.7 Field 70.1	All the routes analyzed were found to be feasible.	Selected routes were consistent with the policy of the Thai Government.	
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY			
Traffic survey by vehicle type, O/D survey, road inventory survey, boring and road surface survey			
	5. TECHINCAL TRANSFER	3. PRINCIPAL SOURCES OF INFORMATION	
12. EXPENDITURE Total 338, 279 (¥'000) 328, 737	Instruction on how to formulate the M/P, F/S, and survey.	0	

和名 中央部道路網整備計画

 $\{F/S, (M/P)+F/S, D/E\}$

I. OUTLINE OF STUDY		TV . (17.12.				
1. COUNTRY		II. SUMMARY OF STUDY RESULTS		III. PRESENT STATUS OF USE OF STUDY RESULTS		
	Thailand	1. SITE OR AREA		1. PRSENT	In Progress or In Use	
2. NAME OF STUDY		Four provinces in t sea (Chachoengsao, Ch	he eastern Thailand facing or close to the onburi,Rayon and Chanthaburi)	STATUS	☐ Delayed	
Agricultural Land and Conservation for Integrated Rural Development in the East		2. COSTS OF PROPOSED PLAN OR MAJOR PROJECTS	by 1988 price Total Cost Local Cost Foreign Cost	(Description)	Discontinued	
3. SECTOR		(US\$1,000)	1) 2,776,293 1,696,090 1,080,203	The follo	wing plans have been made to strengthen the	
Agriculture/ General		3. MAJOR PROJECT(S	PROPOSED PROPOSED	capabiliti	es of DLD in implementing the project. ablish a "Technology Introducing Center"	
4. REFERENCE NO.		For the purpose of	protecting the natural resources from	at the	DLD main office.	
5. TYPE OF STUDY	M/P+(F/S)	indiscriminately red	and preserving the lands which were claimed, an agricultural land conservation concentrating on the following measures:	(2) To set up a "Soil and Water Conservation Center" at every regional office of DLD.		
6. COUNTERPART AGENCY Ministry of Agricultur Department of Land Dev	re and Cooperatives velopment (DLD)	1) Agricultural mea 2) Civil engineerin 3) Irrigation facil 4) Supporting measu	usures ng measures Lities	·		
7. OBJECTIVES OF STUDY						
					·	
	e e e e e e e e e e e e e e e e e e e			•		
8. DATE OF S/W	Feb.1987	4. CONDITIONS AND I	DEVELOPMENT IMPACTS	•		
9. CONSULTANT(S) Taiyo Consultants Co., Sanyu Consultants Inc.	Ltd.	Prior condition: The capabilities of strengthened. Benefits from the pr	DLD in implementing the project should be			
10. STUDY TEAM		which is going on wi	environment (water, soils and forests) 11 be alleviated. Development and			
No. of Members 12 Period Sep.1987 - Sep.1988 (13 months)		stabilization of the areas bordering with Cambodia will contribute to improving the daily lives of villagers and the security of the area as well.	2. MAJOR RE.	ASONS FOR PRESENT STATUS		
Total M/M 68.4 Japan 22.9 Field 45.4	8	. # 				
11. ASSOCIATED AND/OR SUBCONTRACTED STUDY						
Topographic survey Analysis of soil samples		5. TECHINCAL TRANS	FER			
	t	-Acceptance of three		3. PRINCIPAL	SOURCES OF INFORMATION	
12. EXPENDITURE		-OJT	P [*]	(1)		
Total Contracted	213,841 (¥'000) 202,533	gamental's	ar the DIN Wath Office			

PROJECT SUMMARY (M/P + F/S)

Compiled March 1990 ASE THA/A 202B /88 Revised March 1992 I. OUTLINE OF STUDY II. SUMMARY OF STUDY RESULTS III. PRESENT STATUS OF STUDIED PROJECT 1. COUNTRY 1. SITE OR AREA Thailand Completed or 1. PRSENT Promoting Four provinces in the eastern Thailand facing or close to the sea 2. NAME OF STUDY in Progress (Chachoengsao, Chonburi, Rayon, and Chanthaburi) STATUS O Completed Agricultural Land and Conservation for O Implementing Delayed or Suspended Integrated Rural Development in the East by 1988 price 2. PROJECT COSTS Processing Discontinued or Cancelled Total Cost Local Cost Foreign Cost 6,649 4,063 2.587 (US\$1,000) 2) (Description) 3. SECTOR 3) Agriculture/ General 3. CONTENTS OF MAJOR PROJECT(S) Progress: Sixteen districts, which need the urgent measures to conserve The Thai Government intends to implement the 16 pilot 4. REFERENCE NO. lands and water, were selected as the proposed sites of pilot projects for agricultural land conservation, which were projects out of four provinces where extensive farming has been 5. TYPE OF STUDY worked out through F/S, according to the priority orders (M/P)+F/Spracticed under the harsh natural conditions. Simple F/S was given to each project. carried out based on the above ideas. The construction costs 6. COUNTERPART AGENCY The Thai Government requested the grant aid of the are estimated at US\$ 6,649 million in total (local 4,063 plus Japanese Government for procuring the machineries for civil foreign 2,587), Ministry of Agriculture and Cooperatives engineering and construction as well as those for farming Department of Land Development (DLD) operation which are required to implement the projects. The Japanese Government, in response to the request, has 7. OBJECTIVES OF STUDY done B/D surveys. The equipments are arriving in March 1992. And Building up the ability of project execution Project-type Technical Cooperation also be carried out. Implementation Period: 1991 - 1995 30 years later 8. DATE OF S/W Feb.1987 4. FEASIBILITY AND EIRR FIRR ITS ASSUMPTIONS 9. CONSULTANT(S) 10.4% Feasibility: Yes Taiyo Consultants Co., Ltd. Sanyu Consultants Inc. Conditions and Development Impacts: The benefit from crop cultivation accounts for 92% of the total 10. STUDY TEAM · Creation of employment opportunities Improvement of living standard of villagers as well as No. of Members 12 activation of economic circumstances of the area 2. MAJOR REASONS FOR PRESENT STATUS Period Sep.1987 - Sep.1988 (13 months) Improvement of the security of the area Saving and obtaining foreign currencies Conservation of agricultural lands, which plays a key role Total M/M 68.45 · Preservation of ecosystem in preservation of the environment, is deemed as one of the Japan 22,98 · Preservation of water resources and prevention of disasters measures of top priority. Therefore, it should be Field 45.47 If the expenses for procuring construction machinery are implemented urgently, and the Thai Government requested the 11. ASSOCIATED AND/OR deleted, EIRR will raise to 13.1% assistance through the grant aid scheme. SUBCONTRACTED STUDY Topographic surbey Analysis of soil samples 3. PRINCIPAL SOURCES OF INFORMATION 5. TECHINCAL TRANSFER 12. EXPENDITURE -Acceptance of three tainees for in-service training in Japan 213,841 (¥'000) TLO-Total -Organizing seminars at the DLD main office Contracted 202,533